

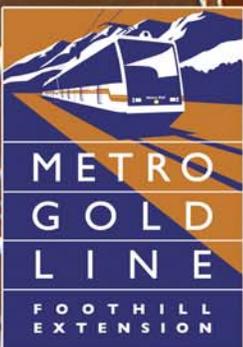
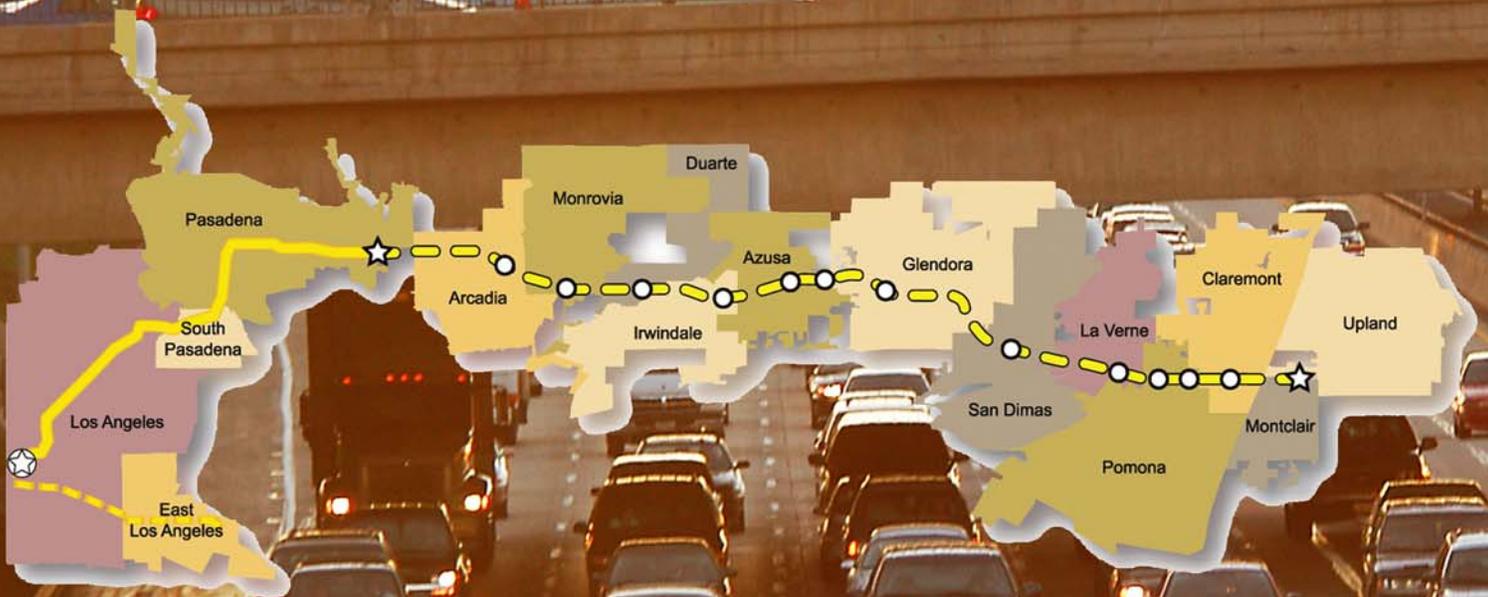
Gold Line Phase II

Pasadena to Montclair - Foothill Extension 2A

Final Supplemental Environmental Impact Report (SEIR)

(SCH No. 2003061157)
December 2010

Volume 3: SEIR Comments and Responses



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Readers' Guidance:

This chapter provides responses to all comments submitted on the Draft Supplemental EIR of September 2010. All comments have been numbered and a corresponding numbered response is shown. Please note that this Supplemental EIR is being issued in order to take actions under the California Environmental Quality Act.

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Volume 3. Comments and Responses

3.1 Introduction

This chapter provides responses to comments submitted by persons, agencies, and organizations on the Draft Supplemental EIR (Supplemental EIR) that was issued for comment in September 2010. These included written comments and comments submitted via transcripts at the public hearing held on October 27, 2010. All comments received are reproduced in this volume.

Responses were developed to either answer questions raised, or to refer the commenter to the appropriate location in the Supplemental EIR where detailed information about the issue raised is found.

3.2 Comments and Responses to Comments

All persons, agencies, and organizations submitting comments were assigned a tracking number shown in Table 1. Numbers were assigned in the order of comments received.

All comments raised in letters, comment cards, or e-mails were assigned numbers under the main tracking number. These numbers were marked on copies of the comment letter and are included in this volume. Individual responses are provided under the corresponding tracking number and directly follow each corresponding comment.

For comments provided at the public hearing, copies of the transcript pages on which comments were made are reproduced. Comments at the public hearing are numbered within the transcript. Table 1 lists the name of individual commenters and the assigned public hearing comment numbers.



Table 1: Public Circulation and Hearing Comments and Responses

Commenter	Assigned Comment Letter Number
Mauricio and Constanza Gonzalez	001
City of Arcadia	002
City of Glendora	003
Terrence K. Brown	004
Mark Charvat	005
Los Angeles County Metropolitan Transportation Authority	006
City of Irwindale	007
Various Monrovia Residents	008
Southern California Edison	009
Robert P. Silverstein, The Silverstein Law Firm	010
City of Monrovia	011
Phil Savastano, Miller-Coors Brewing Company	012
Greg Yacoub	013 through 015
State Clearinghouse	016
Anthony Russell	017 and 018
Los Angeles County Metropolitan Transportation Authority	019
Mary Saiz	020
Christina Cocumelli	021
Bart DuFresne	022
Greg Shin	023
Jeff Liou	024
Jordan Boldt	025
Nancy Park	026
Sharon Koh	027
City of Arcadia	028
October 27, 2010 Public Hearing	
City of Monrovia (Mary Ann Lutz)	Comment A through D
City of Irwindale (Paula Kelly)	Comment E
Mr. Covarrubias	Comment F and G
Yolanda Gutierrez	Comment G through L

Public Circulation
Comments and Responses



October 9, 2010

Metro Gold Line Foothill Extension Construction Authority
ATTN: Lisa Levy Bunch, Director of Public Affairs
406 East Huntington Drive, Suite 202
Monrovia, California 91016

Dear Mrs. Levy,

A We read the Supplemental Environmental Impact report sent to us and as we opined in the public hearing held in June 26, 2010, we confirmed that our 5 year old daughter and us, are going to be tremendously affected as you state in the documents.

B Not only we will have to put up with the noise as it is written in the report: “Unavoidable Significant Environmental Effect: The impact from project-related traffic noise is considered significant and unavoidable”, but also we will cope with the fact that “the Mountain avenue Realignment would encroach upon the property of a third residence (R3)” which unfortunately is our house. (Nobody would be content to hear such an

C arbitrary decision).

D Right now we feel that this project will bring us problems that we did not look for; this unfair situation is already adding stress to our lives.

E We believe that we deserve some consideration from the Metro Gold Line Construction Authority, we think that a wall should be built in the north side of our house, (right now we have a wood fence against the house that is going to be demolished), that wall will at least mitigate a little bit the future noise; Lastly we would like more information about

F the “encroachment” of our property when realigning the Mountain Avenue.
We appreciate an answer to these matters.

Sincerely,



Constanza Gonzalez

Mauricio and Constanza Gonzalez
1818 Mountain Avenue
Duarte, Ca 91010



Response to Mauricio and Constanza Gonzalez

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) The commenter is correct that the Supplemental EIR concludes that the noise impacts of the Mountain Avenue Realignment would be significant and unavoidable. However, this is the case for receivers R1 and R6 as depicted in Figure 4.12-7 and Table 4.12-12 of the Supplemental EIR. Predicted noise levels at the intersection of Mountain Avenue and Duarte Road were modeled at ten receivers (R1 through R10). With the proposed realignment of Mountain Avenue, predicted noise levels at R1 and R6, which both have existing noise levels above 70 dBA, would continue to exceed the "normally acceptable" noise level of 70 dBA following the proposed realignment of Mountain Avenue. However, all other receivers (R2 through R5 and R7 through R10) in this area would remain at 68 dBA or below. Mitigation measures, such as soundwalls, were considered to reduce impacts to receivers R1 and R6, but they were determined not to be feasible due to design constraints including maintaining driveway access to these residences. As such, the impact to these receivers is considered significant and unavoidable. Once an EIR concludes that the project would result in a significant unavoidable impact, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" (CEQA Guidelines Section 15093). Therefore, the concerns of the commenter will be considered in the overall evaluation of the Project.
- C) The commenter is correct that the Project may encroach upon the property described in this letter (i.e., R3). However, this will be determined following certification of the Final Supplemental EIR for the proposed Project refinements. At that time, the Construction Authority will finalize the design for the Mountain Avenue Realignment. For those parcels that require acquisition or relocation, the acquisition and relocation assistance program would be conducted in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 (49 code of Federal Regulations 24) and California Streets And Highways Code (Section 135). This act identifies the process, procedures, and timeframe for right-of-way acquisition and relocation of affected residents and/or businesses. Resources would be available to all affected property owners

without discrimination. Private property owners would be compensated for their land at market value.

- D) This comment does not raise any environmental- or Project-related issues.
- E) Refer to Response to Comment B above. Per Table 4.12-12 of the Supplemental EIR, the noise impact to receiver R3 is not considered significant because the predicted noise level of 68 dBA with the proposed realignment of Mountain Avenue is below the state noise standard of 70 dBA. As such, a soundwall is not proposed at this location.
- F) The commenter is correct that the Project may encroach upon the property described in this letter (i.e., R3). However, encroachment and the amount of encroachment will be determined following certification of the Final Supplemental EIR for the proposed Project refinements. At that time the Construction Authority will finalize the design for the Mountain Avenue Realignment.



City of Arcadia

Development Services Department

Jason Kruckeberg
Assistant City Manager/
Development Services
Director

October 12, 2010

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OCT 14 2010

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia CA 91016

**MGL FOOTHILL EXT.
CONST. AUTHORITY**

SUBJECT: Supplemental Environmental Impact Report

Dear Ms. Buch:

Thank you for the opportunity to review and comment on the Supplemental Environmental Impact Report for the Metro Gold Line Foothill Extension. We support the project and your efforts to environmentally clear these latest elements in preparation for construction.

Upon our review, we have the following comments:

A

B

C

D

E

1. Mitigation measure V-4 calls for coordination with a "qualified landscape architect" for the aesthetic treatments to the bridge. We would recommend this be changed to either a bridge architect or an architectural historian to provide the coordination. We would also request that the City be included in the coordination and given the opportunity to contribute to the enhancement of the bridge.
2. Mitigation measure CR-5 should also reference the coordination with a bridge architect or an architectural historian and include the City.
3. Figure 4.11-3 on page 4.11-7 of the document identifies the bridge in the wrong location.

Again, we thank you for this opportunity and look forward to the project's completion.

Sincerely,

Philip A. Wray
Deputy Director of Development Services/City Engineer

PAW:pa

cc: Jason Kruckeberg, Assistant City Manager/Development Services Director
Linda Hui, Transportation Services Manager

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5415
(626) 447-3309 Fax
www.ci.arcadia.ca.us



Response to City of Arcadia

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) Mitigation Measure V-4 in Section 4.1.5 of the Supplemental EIR has been revised to state, "The proposed dual track bridge, which will replace the existing single-track bridge at the North Colorado Boulevard overcrossing, shall conform to all applicable Metro design criteria and include aesthetic treatment to be determined by the Authority in coordination with the City of Arcadia and a qualified bridge architect and/or architectural historian during final design."
- C) In Section 4.1.5 and 4.5.5 of the Supplemental EIR, Mitigation Measure CR-5 states:
- CR-5 The replacement bridge to be constructed at the site during this Project shall incorporate, as appropriate, the Art Deco-style motifs on the existing bridge, such as the concrete towers at the edges of the abutments and the decorative relieves near the top of the concrete sidewalls, while clearly distinguishing itself from similar bridges of historic origin to avoid any future confusion.
- The following sentence has been added to the end of this paragraph for both above noted sections in the Supplemental EIR:
- The work shall be coordinated with the Authority and the City of Arcadia, as well as with a qualified bridge architect or architectural historian.
- D) Figure 4.11-3 in Section 4.11.3.1 of the Supplemental EIR has been revised to include the correct location of the bridge.
- E) This comment does not raise any additional environmental- or Project-related issues.



CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

October 22, 2010

Gold Line Foothill Extension Construction Authority
Atten: Lisa Levy Buch, Director of Public Affairs
406 East Huntington Drive, Suite 202
Monrovia, CA 91016

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OCT 25 2010

**MGL FOOTHILL EXT.
CONST. AUTHORITY**

RE: Draft Supplemental Environmental Impact Report for the Gold Line Phase 2A Project
City of Glendora Comments

Dear Ms. Levy Buch,

A Thank you for providing the City of Glendora with an opportunity to comment on the Draft Supplemental Environmental Impact Report for the Phase 2A Gold Line Project from Pasadena to Azusa. Since Phase 2A is stopping at the Glendora/Azusa boarder and is not proposed to go through Glendora, our comments are primarily related to that area.

B 1. First, a general note on references in the document to the City of Glendora General Plan and zoning map. Glendora updated its General Plan several years ago so you should revise your references to indicate the City of Glendora Community Plan 2025 and the most recent Glendora Zoning Map updated 3/11/2010.

2. Regarding the last station stop at Citrus Avenue in Azusa, please respond to the following questions:

C a. How will access be provided from the Citrus Avenue extension, which currently does not exist?

b. Will Phase 2A include construction of the Citrus Avenue extension, 50% of which is located in the City of Glendora?

D a. The location of the Citrus Avenue Azusa station will primarily serve students and faculty at Citrus College, located southeast of the station. If Citrus Avenue is not extended, how will pedestrians coming to and from Citrus College access the station?

E c. Will Phase 2A need to construct or modify a bridge for the Gold Line over the Citrus Avenue extension as part of the project in order to provide storage for train cars at the temporary end of the line as is now done at the Pasadena Sierra Madre station?

F d. A detention basin has been identified for a residential housing specific plan currently being considered by the City of Glendora immediately adjacent to the

PRIDE OF THE FOOTHILLS



Glendora/Azusa border in the vicinity of the Azusa Citrus Gold Line Station. Has the DSEIR considered the hydrology and geotechnical aspects of this development under the cumulative projects section of the document?

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If the answers to any of these questions indicate that construction may occur within the City of Glendora, the project will involve the City of Glendora as a responsible agency for review of any construction within Glendora's jurisdiction. The DSEIR will need to include environmental analyzes to address these issues. Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,



Dianne Walter,
Planning Manager

Cc: Jeff Kugel, Director, Planning and Redevelopment

Response to City of Glendora

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) The current City of Glendora General Plan and zoning map were reviewed. As a result, no revisions in the conclusions or the analysis of land use impacts were required. References in the Supplemental EIR have been revised to include the updated City of Glendora General Plan and zoning map.
- C) The proposed Project refinements will not include any work associated with the Citrus Avenue station. However, Phase 2A will include work at this station. Access to the station will be provided from Citrus Avenue, which will connect from Foothill Boulevard to the Rosedale development. The station would be in compliance with the Americans with Disabilities Act (ADA), which will provide pedestrian access ramps from the roadway to the station entrance. Access to the parking facility will occur from Citrus Avenue and/or The Promenade.
- D) The Citrus Avenue extension is not part of the Phase 2A Project. It will be constructed as part of a separate project by the Rosedale Land Partnership. The Construction Authority will coordinate with the developer and the cities of Azusa and Glendora on pedestrian access to the station and connection of the roadway to the Azusa Citrus station as well as the tail track (storage area).
- E) Preliminary plans for the two bridges (one for freight and one for light rail train [LRT]) at Citrus Avenue have been modified to include three bridges as described in the 2007 Final EIR Addendum #1. The current design includes converting the existing freight bridge to serve as the westbound LRT bridge, constructing a new eastbound LRT bridge adjacent to the existing freight bridge, and constructing a separate freight bridge. The plans include a tail track (storage area) similar to the Sierra Madre Villa station that extends approximately 700 feet east of the Citrus Avenue bridges. The new freight track will be aligned to tie into the existing freight tracks beyond the end of the tail track.
- F) The Supplemental EIR will not include any work in this area.
- G) The Supplemental EIR will not include any work associated with the Citrus Avenue station. However, the city of Glendora would be added as a responsible party if construction of Phase 2A would occur within the jurisdictional limits of the city.

Terrence K Brown

471 Monrovista Ave. • Monrovia CA 91016-0211
Residence: (626) 357-9765 • Cell#: (626)833-1348

November 3, 2010

Metro Gold Line Foothill Extension Construction Authority
Director of Public Affairs, Lisa Levy Buch
406 E. Huntington Drive, Suite 202
Monrovia, CA
91016-3633

Re: Comments to Oct. 27, 2010 SEIR

Dear Ms. Buch,

A | Please accept this official comment regarding the Supplemental Environmental Impact Report released on October 27, 2010, for Phase 2 of the Metro Gold Line Foothill Extension Project. I am both a resident and a minister in the City of Monrovia whose home and church will be affected by the construction of the proposed Maintenance and Operations Facility in Monrovia. As such, I am submitting to you this letter so that you will consider my recommendations into your plans as this project moves forward.

B | My primary concern is ensuring that the Maintenance and Operation Facility design is aesthetically appealing. In reviewing the SEIR, it is difficult to decipher what the Gold Line Construction Authority's vision is in terms of the look and design of the facility. While the SEIR does mention that the building will be LEED certified, and that there will be a small park in the northwest corner of one of the proposed facilities, it does not lend itself to further details about the outward appearance, such as architecture, perimeter landscaping, and the colors of the building, among other topics of design that could be included. This omission is one that I am respectfully requesting the Authority concentrates on and responds to.

I look forward to the day when the rail line and necessary maintenance and operation facility is completed, so long as it is designed in an inviting and aesthetically pleasing manner.

C | Thank you for taking my comments into consideration for this project.

Sincerely,

Minister Terrence K. Brown
471 Monrovista Avenue
Monrovia, CA 91016



Response to Terrence K. Brown

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) The concerns about visual impacts of the new M&O Facility in Monrovia on the community are acknowledged. As noted in Section 3.4.1.1 of the Supplemental EIR, "After construction, landscaping and a small park-like area would be developed on the northwest corner of the site to enhance the visual aesthetics of the M&O Facility and surrounding neighborhood." Furthermore, the design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops and Section 4: Guideway and Trackwork as well as the City of Monrovia's General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." Adherence to these standards along with adherence with all visual mitigation measures would ensure that no significant impact would result. The overall site would be completely enclosed by security fencing and retaining walls with landscaping on the outside perimeter of the fence. As noted in Section 4.1.4.2 of the Supplemental EIR, the fencing, wall, landscaping, and flat geography would limit views of the M&O Facility in Monrovia on the surrounding community and thus reduce "the visual impact of the proposed elements." Furthermore, the application of Mitigation Measures V-1 from the 2007 Final EIR and V-3 from the Supplemental EIR (Section 4.1.5) will further enhance the visual quality of the M&O Facility within the surrounding neighborhood.
- C) This comment does not raise any specific environmental- or Project-related issues.

October 27, 2010

Good Evening

A | My name is Mark Charvat and I am the owner of the property located at 1532 S California Ave in Monrovia, CA. I am also the owner of the business located at this California address and 510 E. Evergreen Ave.

B | I would first like to thank the Board for this opportunity to speak at this meeting.

C | I am not qualified to say whether or not the EIR presented to this Board adequately studies all of the environmental impacts or that it contains remedies to all of the problems that may arise with the construction of a Maintenance facility for the Gold Line. However, I know that the EIR doesn't address the impact on the community for the loss of certain businesses. One such business is The Outlet by ELS.

D | The management of The Outlet has been actively looking for a viable location to relocate its business. Monrovia sites are, to date, not available or viable. We believe that leaving Monrovia would negatively impact the residents of our City.

E | The Outlet by ELS has operated in the city of Monrovia for more than 17 years. We provide an alternative shopping experience that gives 1000's of patrons the ability to save money and afford things like back to school clothes for their children and household furnishing for their families that may not be otherwise affordable during these economic times.

F | To the owners of The Outlet and its 40+ employees, it makes no sense for the MTA to take property which houses so many existing businesses when a viable alternative is available that would result in the loss of not one job. Whatever issues there are with the Irwindale site, I would hope that everyone recognizes that the Irwindale site is adjacent to an industrial use, a brewery, and I am confident that the engineers hired by the Gold Line Group can readily stabilize the soils to make the site suitable.

H | The Monrovia site in question is currently owned by the City of Monrovia, 3M a major U.S. corporation and several other private owners. The fact that Monrovia may want to sell its land to the MTA shouldn't change what is

G



right for the private sector which I believe is saving businesses and saving jobs, not eliminating both.

I Again, I would like to thank the Board for listening to my words. Please take time to look at the impact your decision has on the Monrovia community as well as the environment.

Thank You.

Mark Charvat
Owner, The Outlet by ELS
1532 S. California Ave
Monrovia, CA 91016

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OCT 27 2010

**MGL FOOTHILL EXT.
CONST. AUTHORITY**



Response to Mark Charvat

- A) This comment does not raise any specific environmental- or Project-related issues.
- B) This comment does not raise any specific environmental- or Project-related issues.
- C) While it is acknowledged that the Outlet by ELS may provide important retail services to the community, the displacement/relocation of this business does not constitute a significant environmental impact according to the impact criteria defined in Section 4.3.4.1 of the Supplemental EIR. Related, the purpose of an EIR is the determination of whether a project may have a significant effect on the environment. According to Section 15064 (e) of the CEQA Guidelines, economic and social changes resulting from a project shall not be treated as a significant effects on the environment. While the comment does not raise any specific environmental issues, the concerns of the commenter will be considered in the overall evaluation of the Project by the Lead Agency.
- D) Refer to Response to Comment C above. Implementation of the proposed Project would occur under the auspices of the California Relocation Assistance Act, which requires the Construction Authority to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of implementing public projects for public benefit. Relocation assistance may include the identification of viable sites for business relocation.
- E) Refer to Response to Comment C above.
- F) As described in the Supplemental EIR, construction and operation of the M&O Facility in Irwindale (Alternative 2) has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils as compared to the proposed M&O Facility in Monrovia. As a result, the Construction Authority has determined that the M&O Facility in Monrovia is the environmentally superior alternative. Following completion of the environmental document, the decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its environmental risks when determining whether to approve the project. Therefore, the concerns of the commenter will be considered in the overall evaluation of the Project.
- G) As described in Section 5.2.3.10 of the Supplemental EIR, unstable slopes within the M&O Facility site in Irwindale (Alternative 2) could create significant hazards during construction and operation of an M&O Facility in Irwindale (Alternative 2). Although

these impacts could be mitigated to less-than-significant levels by implementing mitigation measure GS-5, development of the M&O Facility in Irwindale (Alternative 2) has the potential to result in greater environmental impacts relative to other resources. Refer also to Response to Comment F above.

- H) The comment is noted. Refer to Response to Comments C and E above.
- I) The comment is noted. The concerns of the commenter will be considered in the overall evaluation of the Project by the Lead Agency.

METRO GOLD LINE FOOTHILL EXTENSION - DESIGN REVIEW COMMENTS

PROJECT / CONTRACT NO. Gold Line Foothill Extension Operation and Maintenance Facility

REVIEWER: **As**

TECHNICAL

SUBMITTAL PACKAGE: Draft Supplemental Environmental Impact Report

% DESIGN STAGE: **XX% In-Progress**

Response Code: 1-Incorporation Planned; 2-Discussion/Clarification Required; 3- Not Applicable; 4-Not Due for this Submittal; 5-Authority Direction Required

Status Code: R - Resolved, U - Unresolved, C - Completed

SEGMENT													
No.	Reviewer	City / Agency	Comment Date	Doc Type (Dwg./ Spec/ Report)	Page No. / DWG No.	Discipline	Comment	Response Code	Responder	Actions	Status Code	Status Date	Initial
A	Liban				1-2		Section 1.3, M&O Facility Refinements: are energy requirements for these additions are considered in the overall project? How are these additional energy requirements GHG emissions being mitigated.						
B	Liban				1-2		Bottom paragraph re: LEED silver certification. Suggest to add the word "minimum". The problem with a lot of LEED buildings is that they are not being maintained as a LEED facility. How is this addressed in this document or is that being addressed at all?						
C	Liban				1-2		Bottom paragraph: add the registered mark wherever "LEED" is mentioned.						
D	Liban				1-7		Mitigation measure HZ-13: Has there been an initial Phase 1 along possible takes and R/W? Do any of the issues at these locations pose possible showstoppers during project execution?						
E	Liban				1-7		Under impacts section, "Release of hazardous materials into the environment less than significant". COMMENT: We have plans to sample various media for the usual suspected chemicals and hazmat?						
F	Liban				1-8		Requires the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects: COMMENT: how big are these facilities and what kind of water are they treating, construction or operations waters? securing permits may take awhile depending on the magnitude of effort.						
G	Liban				1-8		U-8 The Authority shall consult with the County, cities, and regional agencies related to water supply and the Urban Water Management Plan. COMMENT: Is the facility or area impacted by any Superfund operations? Is there a Watermaster collaboration involved with this project? What other agencies have been identified?						



H	Liban				1-9		Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and Comply with federal, state, and local statutes and regulations related to solid waste. COMMENT: I do not understand why this would be a significant impact.							
I	Liban				1-9		U-7 Construction Period Solid Waste Impacts. The Authority shall consult with the County or private waste management companies to reduce construction waste through construction and demolition reuse and recycling programs. The Authority will also minimize solid waste generated during construction through the recycling of building materials. COMMENT: Are you sure you can actually do this? This is nice on paper, but has someone done a cost/benefit analysis of doing so?							
J	Liban				1-9		Paint and odors and projected GHG emissions are listed as no significant impact. Assume this is during the construction period. How about during operations?							
K	Liban				1-10		GS-1 California Building Code Compliance and Seismic Standards. There is a new CalGreen Building Code to take in effect beginning January 1, 2011? Is the project team aware of this?							
L	Liban				1-11		Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. COMMENT: I assume the groundwater is really shallow to determine the significant impact of this project to that resource.							
M	Wong				1-15		First paragraph says that a comparison of the impacts associated with the proposed Project M&O facility is described in the table below but table does not appear on page.							
N	Wong				2-1		Suggest revision to last sentence on bottom of page: "However, due to the need to bring a fully operational M&O Facility online prior to the scheduled completion of the Gold Line Foothill Extension (2025, horizon year for 2007 Final EIR), an alternate site in Monrovia is considered in this SEIR". While it is true that the facility needs to be in operation prior to the opening of the Foothill Extension, that is not the primary reason a new facility is needed. Suggest sentence be changed to read: "Because the existing Metro Gold Line Division 21 Midway Yard is at capacity and cannot handle the additional railcars needed to operate the Gold Line Foothill Extension, a new rail operation and maintenance facility is being considered in this SEIR."							
O	Wong				2-4		Text should also indicate that prior to implementation, the findings of the SEIR also need to be adopted by the MTA Board							

P	Liban				3-13		"After construction, landscaping and a small park-like area would be developed on the northwest corner of the site to enhance the visual aesthetics of the M&O Facility and surrounding neighborhood." COMMENT: Please consider provisions of Metro Environmental Policy and Water Use and Conservation Policy in selecting and maintaining plant materials. There are hidden environmental impacts if pure aesthetics is considered.							
Q	Wong				4.1-13		The text in section 4.1.4.2 states that the new features introduced by the proposed M&O facility would not substantially limit or alter existing views, and that a fence surrounding the outside perimeter will reduce the visual impacts of the proposed elements to the surrounding residents and motorists. In addition, there would be no significant impacts resulting from yard lighting. However, the last sentence of this section says that the M&O facility would result in significant impacts to the visual quality of the surrounding area. Are the significant impacts due to removal of trees, shrubs, and ground cover during excavation and construction? If so, the last sentence of section 4.1.4.2 should be clarified to indicate that the impact is short term, construction-related impact and not a long-term project related impact.							
R	Wong				4.1-17		Mitigation measure V-3 states that the mitigation for the removal of the hedgerow along Duarte would be to provide landscaping similar to that provided in Phase 1. Is removal of the hedgerow required during construction? If so, it should be specified in Section 4.1.4.2, Project Impacts. Furthermore, please consider provisions of Metro Environmental Policy and Water Use and Conservation Policy in selecting and maintaining plant materials.							
S	Wong				4.1-17, 4.1-18		Regarding mitigation measures V-4 and CR-5 for the North Colorado Blvd. bridge, the new bridge should conform to all applicable Metro design criteria.							
T	Wong				4.4-3		Report inadvertently refers to Metro as the "County of Los Angeles Metropolitan Construction Authority". Please change to the correct title of "Los Angeles County Metropolitan Transportation Authority".							
U	Liban				4.6-2		What are the results of the Phase II ESA?							
V	Liban				4.6-4		Follow up environmental assessments, and remediation where necessary, are being managed by the City of Monrovia. COMMENT: How will these cross-coordination efforts affect the implementation of the project? In other words, what if city schedule slips and is inconsistent with project schedule?							
W	Liban				4.6-5		A portion of the aquifer underlying the San Gabriel Valley is included on the CERCLIS, US ENG CONTROLS, and ROD lists for a groundwater contamination plume. COMMENT: What are the project implications of this particular plume?							

X	Liban				4.6-11		Mitigation measure HZ-12: A summary of potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures. COMMENT: Does this include human health risks or safety risks?							
Y	Wong				4.6-11		Mitigation measure HZ-11 calls for implementation of Removal Action Completion Report. What is status of this report? MTA Construction staff needs to be involved in the development and recommendations of this report.							
Z	Liban				4.7-3		Do we know how schools and other sensitive receptors deal with hazardous materials contamination in their vicinity, if at all?							
AA	Liban				4.8-6		The EIR states that "However, at this time, it is unknown how much construction and demolition waste would result from construction of the proposed Project refinements". COMMENT: As this is the case, are we then ok to mention that we are going to recycle and re-use materials to comply with LEED?							
BB	Wong				4.8-6		I could not find mitigation measure U-6 listed in the 2007 EIR.							
CC	Liban				4.9-17		In Section 4.9.3 Existing Conditions, did you consider Scope 3 emissions from increased use of energy at this project?							
DD	Wong				4.10-15,16		Mitigation measures GS-1, GS-2, and GS-3: MTA Construction staff need to be involved in the development of the Soils engineering report(s) and erosion control plans.							
EE	Liban				4.11-3		In Section 4.11.2.6, There will be a new LA Low Impact Development Ordinance in place probably at the time you implement the provisions of project docs.							
FF	Wong				5-17		Second paragraph references a chart comparing Alternatives 1 and 2 but is not listed. Chart should list the advantages of Alternative 2 (e.g., it is a vacant property, it is away from sensitive receptors, and has a lower traffic impact) and the disadvantages of Alternative 1 (e.g., there are nearby sensitive receptors and requires demolition of existing buildings). Might help to use a rating scale to quantify the level and magnitude of the impact and note which mitigation measures are applicable to each alternative (included in the text but would be helpful to have in the chart). Is this chart the same one that is referenced on page 1-15?							
GG	Zuniga				General Comment		Need to include all of the original mitigation measures from the Phase IIA EIR and any subsequent deletions or additions so a reader can easily track which mitigation measures are to be employed. It took me 4-5 hours of reading four different documents to figure out exactly what mitigation measures were going to be applied to the project. This situation will create confusion among the public reviewers.							

HH	Zuniga				Utilities		The mitigaiton measures in the original FEIR, Vol. 2, Book 2, pages 3-16-7 are different than those shown in Vol. I Executive Summar, pages ES-93 to ES-94 and referred to in Draft @ seciton 4.8.5, page 4.8-7.							
II	Zuniga				Utilities		Item No. 1 has been dropped and there are no longer 6 mitigation measures. Need to clean up the document to ensure the proper number of mitigation measures are shown.							
JJ	Zuniga				Utilities		U-8 is OK so long as the project design does not interfere with or create a potential conflict with current or future water use rules.							
KK	Zuniga				Water Quality		Mitigation measure WQ-8, @ page 3-18-37, surface water contamination. Does this measure only apply during the construction phase or is it intended to apply long term during operations of the project? If it is a long term mitigation measure, MTA needs to review and approve this item.							
LL	Zuniga				Noise Mitigaiton		N-1 was deleted in the original FEIR, so it should be deleted from the references in this document as well. N-3 needs to state Authority or local jurisdiction is responsible for noise shrouds, not the MTA. The City of South Pasadena is responsible for the noise shrouds installed in that city and the MTA has no responsibility for their design, installation, replacment and may remove them if it is ever decided they become a liability and the same should apply here. Like in the South Pasadena situation, MTA has to be involved in the testing reveiw and approval process with the CPUC to ensure the shrouds meet the AREMA and FTA guidelines before they can be installed at a crossing.							
MM	Zuniga				Noise Mitigaiton		Sound walls need to be installed using permanent materials as opposed to the kind of materials the City of South Pasadena paid for and is using along the ROW as supplementary sound walls, which were not part of the original project design standards. Anything less than permanent materials like concrete block, will most likely increase MTA's long term maintenance costs, which would not be appropriate under the Trust Agreement.							
NN	Zuniga				Noise Mitigaiton		N-4 Recommend against using untested materials like experimental rubber base beneath the ballast. If it works great, but how long does it last and what are the long term maintenance costs, which will be transferred to MTA.							

Response to Los Angeles County Metropolitan Transportation Authority

- A) Per Section 4.9.4.4 of the Supplemental EIR, "Table 4.9-17 presents the annual GHG emissions (as expressed in CO₂ equivalents) for the proposed Project refinements. The combined project emissions include long-term emissions from the M&O Facility in Monrovia, Monrovia LRT Parking Structure, and Irwindale LRT Parking Lot/Structure." Total GHG emissions were calculated for each Project refinement based on projected energy demands associated with each proposed facility. Modeling results and assumptions of the URBEMIS model used to calculate GHG emissions can be found in Appendix 2.E Air Quality Assessment of the Supplemental EIR. The Supplemental EIR then concludes that the Project refinements will not result in a significant cumulative impact to GHG emissions. Therefore, no mitigation measures are proposed related to Project GHG emissions.
- B) Achievement of Silver Certification has been included in the specifications for construction of the Project refinements. Therefore, the suggested text was not added as it does not clarify the sentence.
- C) A registered mark (®) will be inserted wherever LEED is referenced in the Supplemental EIR.
- D) A Phase I Environmental Site Assessment (ESA) was completed for the 2007 Final EIR. An additional Phase I ESA was completed for the proposed Project refinements, and as such, it encompassed possible takes and right-of-ways. Section 4.6.5 of the Supplemental EIR lists the hazardous materials mitigation measures that are needed to reduce impacts to less-than-significant levels. As described in Mitigation Measure HZ-11, remedial work and site closure approved by regulatory agencies, including but not limited to the Department of Toxic Substances Control, shall be conducted at the M&O Facility in Monrovia and the Monrovia LRT Station Parking Structure sites prior to initiating construction of these facilities.
- E) As described in Section 4.6.4.2 of the Supplemental EIR, hazardous substances used during construction and operation of the M&O Facility are subject to applicable federal, state, and local regulations. Prior to initiating construction, the Construction Authority and/or its contractors will be required to submit a hazardous materials management plan/spill prevention plan for review and approval by regulatory agencies.

- F) The biggest increase in water use associated with the proposed Project refinements would be from the on-site cleaning facilities. These facilities would be approximately 13,000 square feet and would primarily be used for washing LRT vehicles. They would utilize a water recycling system to re-use 80 percent of the water that was used for washing the exterior of LRT vehicles. Any necessary permits for operation of this facility would be obtained in accordance with applicable regulations. As noted in Section 4.8.4.2 of the Supplemental EIR, "the proposed Project does not require the construction of new water or wastewater treatment facilities or expansion of existing facilities" because the M&O Facility would be located on a site that currently is developed for industrial use. As such, the net increase in water and wastewater is expected to be minimal.
- G) According to the Upper San Gabriel Valley Municipal Water District Urban Water Management Plan (2005), the proposed Project refinements are located within the South El Monte Operable Unit, but no ongoing superfund treatment projects would be located in the immediate vicinity of any proposed Project refinements. Additionally, according to the EPA website (<http://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dec8ba3252368428825742600743733/0065ed704ae95ccc88257007005e941e!OpenDocument>), the M&O Facility in Monrovia is not located within any superfund contaminant areas. The proposed Project refinements would be within the area served by the Main San Gabriel Basin Watermaster. Coordination with the watermaster and the Upper San Gabriel Valley Municipal Water District would be necessary.
- H) This is a significant impact because it is consistent with analysis conducted in the 2007 Final EIR. Mitigation Measure U-1 through U-6 are already in place from the 2007 Final EIR, and the Supplemental EIR includes Mitigation Measure U-7 to further minimize impacts related to solid waste.
- I) Minimization of existing construction waste is feasible through reuse and recycling programs. Mitigation Measure U-7 will be adopted as such in the Supplemental EIR, and the Construction Authority will be responsible for implementation.
- J) Section 4.9.4.3 of the Supplemental EIR states, "Activities at the M&O Facility in Monrovia will include re-painting of the trains as needed due to repairs or to remove graffiti." Therefore, the Supplemental EIR conclusions regarding paint and odors were assessed for operational as well as construction impacts. Additionally, Section 4.9.4.4 of the Supplemental EIR notes, "Table 4.9-17 presents the annual GHG emissions (as expressed in CO2 equivalents) for the proposed Project refinements. The combined

Project emissions include long-term emissions from the M&O Facility in Monrovia, Monrovia LRT Parking Structure, and Irwindale LRT Parking Lot/Structure." Therefore, operational GHG impacts were also assessed in the Supplemental EIR.

- K) The Construction Authority is aware of current CalGreen Building codes. Specifications for construction of Project refinements will comply with the current version of the California Uniform Codes.
- L) Section 4.2.4.1 of the Supplemental EIR lists all required impact criteria for evaluation as it relates to the Project, including groundwater depletion or recharge. Section 4.2.4.2 of the Supplemental EIR discusses each of these impact criteria and potential impacts from the Project. In this case, with the combination of the groundwater table being far below ground surface and the existing impervious cover being replaced by impervious cover, a significant impact is not expected.
- M) The text referencing the comparison table had been removed. The table was originally removed to maintain consistency throughout the document. The text in Section 1.9 of the Supplemental EIR has been revised to state, "~~A comparison of the impacts associated with the proposed Project M&O Facility refinement in Monrovia and the M&O Facility in Irwindale (Alternative 2) is described in the table below.~~ Impacts to sensitive biological resources, including bird species protected under the MBTA would be greater in the M&O Facility in Irwindale (Alternative 2)."
- N) The text in Section 2.1.1 of the Supplemental EIR has been revised to state, "because the existing Metro Gold Line Division 21 Midway Yard is at capacity and cannot handle the additional railcars needed to operate the Gold Line Foothill Extension, a new rail operation and maintenance facility is being considered in this SEIR."
- O) Text in Section 2.2 of the Supplemental EIR has been revised to state, "Prior to Project implementation, the findings of the SEIR will need to be adopted by the Los Angeles County Metropolitan Transportation Authority Board." This text has been added because Los Angeles County Metropolitan Transportation Authority is the responsible agency for the Project.
- P) Text will be added to Section 3.1.4.1 of the Supplemental EIR stating, "Metro Environmental Policy & Water Use and Conservation Policy provisions would be considered in selecting and maintaining plant materials."

- Q) Text in Section 4.1.4.2 in the Supplemental EIR has been revised to state, "These impacts would be temporary and during the construction period."

The overall site would be completely enclosed by security fencing and visual barrier or retaining walls with landscaping on the outside perimeter of the fence. The fencing, wall, and landscaping would limit views of the M&O Facility in Monrovia. The design of the M&O Facility in Monrovia would adhere to the latest Metro Design Criteria Section 11: Yards and Shops, Section 4: Guideway and Trackwork, and the City of Monrovia's General Plan and Update. Text in Section 3.1 of the Supplemental EIR has been added to state, "All applicable Metro Design criteria will be adhered to for the design of each Project refinement." Adherence to these standards along with adherence with all visual mitigation measures would ensure that no significant impact would result.

- R) The Supplemental EIR Mitigation Measure V-3 was being conservative in anticipating the removal of a portion of the hedgerow along Duarte Road. Section 4.1.4.2 of the Supplemental EIR states, "In addition, a portion of the established hedgerow would be removed on the northwest corner." From review of the design drawings, it looks like a small portion of the hedgerow could be impacted. The design and construction of the Project will do everything possible to avoid impacts, but if not possible, then Mitigation Measure V-3 should be followed. Text will be added to Section 4.1.5 of the Supplemental EIR for Mitigation Measure V-3 stating, "Metro Environmental Policy & Water Use and Conservation Policy provisions would be considered in selecting and maintaining plant materials."
- S) Mitigation Measure V-4 in Section 4.1.5 of the Supplemental EIR will be revised to state, "The proposed dual track bridge, which will replace the existing single-track bridge at the North Colorado Boulevard overcrossing shall conform to all applicable Metro design criteria and include aesthetic treatment to be determined by the Authority in coordination with the City of Arcadia and a qualified bridge architect and/or architectural historian during final design."
- T) Page 4.4-3 of the Supplemental EIR and any other applicable references in the Supplemental EIR has been revised with the correct title of "Los Angeles County Metropolitan Transportation Authority."
- U) The Phase II Environmental Site Assessment (ESA) identified the following recognized environmental conditions (REC) at the subject properties. Recommendations for further investigations are also provided.

Underground storage tank (UST): One possible UST was identified. As such, the UST must be removed under oversight of the local fire authority. Collection of soil samples beneath the UST must also occur. Three anomalies were identified. As such, potholing in the area of the three unidentified anomalies is recommended to confirm the presence or absence of USTs or other buried objects of environmental concern.

Metals: With the exception of arsenic, concentrations were within state standards. The vertical extent of elevated arsenic appears to be confined to the upper 5 feet of soil. However, additional analysis in the form of step-out borings is recommended to assess the lateral extent of the arsenic impact. Further recommendations regarding possible soil removal quantities can be presented once the area of arsenic impact has been adequately assessed.

PCE/TCE: The concentrations of perchloroethylene (PCE) and trichloroethylene (TCE) detected in the soil, soil vapor, and groundwater are considered to be a Recognized Environmental Condition (REC), and mitigation measures may be necessary if enclosed-space structures are built on the Subject Property. It is recommended that additional soil samples be obtained at the Subject Property in the areas of the highest Volatile Organic Compound (VOC) concentrations prior to construction and that these soils be analyzed for VOCs to further assess for a potential onsite source for the VOCs. If no onsite source of VOCs is identified in the site soils at the Subject Property, the presence of PCE and TCE in the soil vapor is not expected to significantly affect the proposed transportation use of the Subject Property. A Site Specific Health Risk Assessment (SSHRA) should be conducted for the Subject Property based on contaminants identified on the Subject Property. The SSHRA should address whether a vapor barrier may be necessary for future onsite enclosed-space structures in order to protect human health and safety from vapor intrusion issues related to the elevated PCE and TCE.

Lead: Lead was detected in four soil samples at concentrations that may require additional assessment if the soil is excavated and requires offsite disposal.

TPH: An elevated concentration of Total Petroleum Hydrocarbons (TPH)-cc was detected. Although there currently are no regulated standards for TPH, this concentration may present a cost increase to the Project should these soils require excavation and offsite disposal. Borings are recommended to assess the extent of TPH affected soil.

PCB: One polychlorinated biphenyl (PCB), Aroclor 1262, was detected in one soil sample. Borings are recommended to assess the limits of the PCB impact to the soil prior to any excavation.

- V) The referenced text in Section 4.6.3 of the Supplemental EIR describes the existing conditions at the proposed site of the Monrovia LRT Station Parking Structure. Remedial actions are underway by the City of Monrovia, and site closure will be subject to approval by the Department of Toxics Substance Control. The Construction Authority is working closely with the City of Monrovia to oversee that these actions are completed on schedule and do not impact the projected schedule for construction of the proposed Project refinement.
- W) The referenced text in Section 4.6.3 of the Supplemental EIR describes the existing conditions at the proposed site of the Irwindale LRT Station Parking Lot/Structure. In the event that groundwater underlying the site is encountered during construction, additional measures could be required of the Construction Authority and its contractors to ensure the safety of workers and others in the vicinity of the site such that the groundwater plume does not expose workers and others in the area to health risks. It should be noted that the U.S. Environmental Protection Agency (EPA) is conducting an ongoing investigation regarding the source of the contamination.
- X) Per Section 4.6.5 of the Supplemental EIR, Mitigation Measure HZ-12 includes reference to both human health and safety risks.
- Y) Pursuant to HZ-11, the report is currently under review by regulatory agencies. The City of Monrovia is currently managing this effort.
- Z) Implementation of Mitigation Measures HZ-1 through HZ-13 along with compliance with federal, state, and other applicable regulatory requirements would reduce hazards and hazardous materials impacts to a less-than-significant level. Therefore, the Project would not result in hazardous materials contamination at schools or other sensitive receivers.
- AA) Minimization of existing construction waste is feasible through reuse and recycling programs. Mitigation Measure U-1 through U-6 are already in place from the 2007 Final EIR, and the Supplemental EIR includes Mitigation Measure U-7 to further minimize impacts related to solid waste.
- BB) Mitigation Measure U-6 is listed on page 3-16-8 of the 2007 Final EIR (Volume 2).
- CC) Per the California Office of Planning and Research 2008 Technical Advisory on CEQA and Climate Change, "Lead agencies should make a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO₂ and other GHG

emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities." In the case of this Project, both direct and indirect GHG emissions associated with the Project were estimated and modeled. However, other elements associated with the Project, such as energy associated with supply chain elements of the Project or scope 3 emissions, were considered too speculative to be evaluated at this stage.

DD) Text has been added to Section 4.10.5 and 5.2.3.10 of the Supplemental EIR as follows:

GS-1 " Prior to grading or building, the Authority, with consultation from MTA Construction staff, shall obtain a soils engineering.....

GS-2 "Prior to grading....., erosion control plans should be prepared, with consultation from MTA construction staff, for any areas where grading...."

GS-3 "Prior to grading..., the applicant shall submit a soils engineering report(s), with consultation from MTA construction staff, prepared by a qualified soils engineer.

EE) The Project refinements are located within incorporated cities. As such, the referenced ordinance does not apply.

FF) CEQA guidelines require that alternatives be considered at an equal level of detail. As such, impacts and mitigation measures associated with M&O Facility in Irwindale (Alternative 2) are described in Chapter 5. As described in the Supplemental EIR, construction and operation of the M&O Facility in Irwindale (Alternative 2) has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils as compared to the proposed M&O Facility in Monrovia. As a result, the Construction Authority has determined that the M&O Facility in Monrovia is the environmentally superior alternative. Following completion of the environmental document, the decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its environmental risks when determining whether to approve the project. Therefore, the concerns of the commenter will be considered in the overall evaluation of the Project.

The text referencing the comparison table had been removed. The table was originally removed to maintain consistency throughout the document. The text in Section 5.4 of the Supplemental EIR has been revised to state, "~~A comparison of the impacts associated with the proposed Project M&O Facility refinement in Monrovia and the M&O Facility~~

~~in Irwindale (Alternative 2) is described in the table below.~~ Impacts to sensitive biological resources, including bird species protected under the MBTA would be greater in the M&O Facility in Irwindale (Alternative 2).”

- GG) A complete Mitigation, Monitoring, and Reporting Plan (MMRP) will be included with the Final Supplemental EIR. The MMRP will include all mitigation measures noted in the Supplemental EIR and the 2007 Final EIR for consistency and reader clarity.
- HH) Mitigation Measure U-1 through U-6 are listed on page 3-16-7 and 3-16-8 of the 2007 Final EIR (Volume 2), which was certified along with the Executive Summary in February of 2007. What is included in Section 4.8.5 of the Supplemental EIR is consistent with both the 2007 Final EIR and 2007 Final EIR Executive Summary taken in whole.
- II) Mitigation Measure U-1 through U-6 are listed on page 3-16-7 and 3-16-8 of the 2007 Final EIR (Volume 2), which was certified along with the Executive Summary in February of 2007.
- JJ) This comment is noted, and there are no conflicts identified at this time.
- KK) The Water Quality Measure is intended to be a long-term mitigation measure and is aligned with the long term measures in Section 3-18.3.3 of the 2007 Final EIR.
- LL) Per the 2007 Final EIR, Mitigation Measure N-1, which is included in the document, states, "The Construction Authority shall develop specific residential property line noise limits to be included in the construction specifications for this project and require that contractors perform noise monitoring during construction to verify compliance with the limits." Further Mitigation Measure N-3 states, "The Construction Authority shall employ noise reduction strategies to further reduce noise abatement achieved through voluntary regulatory compliance. The Authority shall erect noise barriers, employ building sound insulation, and modify at-grade audible warning devices and operations (subject to CPUC approval). Final design, locations, and extent of implementation of each of these noise-reducing strategies shall be determined during Final Design of the project such that the FTA noise abatement criteria is most effectively achieved." The Construction Authority is serving as the lead agency for this Project and, therefore, has the authority to mitigate per Section 15041 of the CEQA Guidelines. Therefore, the final design of the noise abatement strategies used for the Project refinements will be reviewed by the Construction Authority to ensure their effectiveness prior to implementation.

- MM) As stated on page 3-11-78 of the 2007 Final EIR, "The primary requirements for an effective noise barrier are that (1) the barrier must be high enough and long enough to break the line-of-sight between the sound source and the receiver, (2) the barrier must be of an impervious material with a minimum surface density of 4 lb/sq. ft., and (3) the barrier must not have any gaps or holes between the panels or at the bottom. Because numerous materials meet these requirements, the selection of materials for noise barriers is usually dictated by aesthetics, durability, cost, and maintenance considerations." Per the 2007 Final EIR, durability and cost are factors considered in the type of materials selected for noise barriers. The commenter's concerns are noted.
- NN) The commenter is referring to Mitigation Measure N-4 from the 2007 Final EIR that states, "The Construction Authority shall employ vibration reduction strategies to further reduce vibration abatement achieved through voluntary regulatory compliance. The Authority shall employ strategies such as ballast mats, shredded tire or recycled rubber chip underlay, relocation of crossovers, and special trackwork. Final design, locations, and extent of implementation of each of these vibration-reducing strategies shall be determined during Final Design of the project such that FTA criteria is most effectively achieved." The commenter's suggestion that untested materials not be used is noted.

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MGL FOOTHILL EXT.
CONST. AUTHORITY



November 4, 2010

Metro Gold Line Foothill Extension Construction Authority
ATTN: Lisa Levy Buch, Director of Public Affairs
406 East Huntington Drive, Suite 202
Monrovia, California 91016

RE: Draft Supplemental Environmental Impact Report (SEIR) – Gold Line Phase II

Dear Ms. Buch:

A

Thank you for providing the City of Irwindale with the opportunity to review and comment on the above-referenced SEIR. The City of Irwindale reiterates the previously expressed concern about the proposed location of the maintenance and operations facility within the City of Irwindale (see attached letter dated July 20, 2009).

B

The location of the maintenance and operations (M & O) facility in the City of Irwindale (on property owned by the Miller-Coors Brewing Company and the Army Corps of Engineers) is presented in the SEIR as an alternative to siting the M & O facility in Monrovia. The Alternatives section of the SEIR states that development of the M & O facility on the largely undeveloped site in Irwindale: "...has the potential to result in greater environmental impacts relative to biological resources, hydrology and water quality, and geology and soils. Given that both sites meet the project objectives, the comparison of the two sites is largely dependent on the environmental impacts associated with construction and operation of M & O Facility at either the Monrovia site...or the Irwindale site...For the reasons stated above, the proposed M & O Facility in Monrovia is the environmentally superior alternative." The City of Irwindale concurs with this conclusion.

C

D

The two alternatives stated in the Draft SEIR for the Irwindale LRT Station Parking Lot/Structure are a concern to us. In each alternative, the Irwindale access road



November 4, 2010
Metro Gold Line Foothill Extension Construction Authority
Ms. Lisa Levy Buch, Director of Public Affairs
Page 2

that serves as the west circulation element for the subject industrial area is being eliminated. There is no analysis included in the draft SEIR to evaluate any potential impact of the elimination of the west Irwindale access road.

E | The City of Irwindale looks forward to continuing to work with the Construction Authority during the construction and operation of this important transportation project.

Sincerely,



Ray Hamada
Director of Planning and Community Development

Attachment

cc: Arthur Leahy, CEO, MTA
Habib Balian, CEO, Metro Gold Line Foothill Extension Construction Authority
Council Members
Sol Benudiz, Interim City Manager
Camille Díaz, Assistant City Manager
Kwok Tam, Director of Public Works
Fred Galante, City Attorney
Paula Kelly, Senior Planner





July 20, 2009

Board of Directors
Los Angeles County Metropolitan
Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Location of Metro Gold Line Phase 2A Maintenance and Operations Facility in the
City of Irwindale

Dear Members of the Board:

F

As a result of recent information brought to our attention by a business in our community, we have been prompted to send our concerns to you directly regarding any potential location of a Metro Gold Line Phase 2A Maintenance and Operations Facility within the jurisdiction of Irwindale. Let me also extend appreciations to Board Member John Fasana, MTA staff member Paul Taylor and Metro Gold Line Foothill Construction Authority CEO Habib Balian for attending our City Council meeting of July 8, 2009. At the Council meeting, we heard testimony from Mr. Fasana, Mr. Taylor and Mr. Tom Bea, who represents Mount Olive Storage in the city that was identified as a possible location of the maintenance and operations facility.

G

During the discussion, Mr. Fasana conveyed the efforts of the Board to seek collaboration and cooperation between the impacted agencies along the Metro Line corridors. Mr. Taylor was able to relay that a planned maintenance facility has now not been specifically located and that a future task force of the Gold Line corridor agencies will convene. It was mentioned that the task force will discuss options in an effort to appropriately locate a maintenance facility that would hopefully work in the benefit of all interests. We are very eager to participate in the task force. It is our understanding that the task force proceedings will take place prior to any future amendment to the prior environmental impact report.

5050 North Irwindale Ave. Irwindale, CA 91706



(626) 430-2200 Facsimile: (626) 962-4209



H

We wanted to advise appropriate parties of the City Council's stance on a planned location of the maintenance and operations facility. Upon completion of the discussion held at the above-mentioned Council meeting, the Council voted unanimously to send a letter indicating that the City of Irwindale opposes any proposed location of the Metro Gold Line Phase 2A Maintenance and Operations Facility in Irwindale. We look forward to participating in the planned task force and hearing from you on a future meeting of the task force.

Respectfully,



Larry Burrola
Mayor

cc: Arthur Leahy, CEO, MTA
Habib Balian, CEO, Metro Gold Line Foothill Extension Construction Authority
Tom Bea, Mount Olive Storage
Council Members
Robert Griego, City Manager

Response to City of Irwindale

- A) The commenter's opposition to the M&O Facility in Irwindale (Alternative 2) is noted. Following completion of the environmental document, the decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its environmental risks when determining whether to approve the project. Therefore, the concerns of the commenter will be considered in the overall evaluation of the Project.
- B) This comment does not raise any specific environmental- or Project-related issues.
- C) This comment does not raise any specific environmental- or Project-related issues.
- D) As described in Mitigation Measure T-6 of the 2007 Final EIR, the intersection would be signalized. Additionally, the roadway closure would only occur under the Irwindale LRT Station Parking Lot/Structure option.
- E) This comment does not raise any specific environmental- or Project-related issues.
- F) This comment does not raise any specific environmental- or Project-related issues. Additionally, it should be noted that the Mount Olive storage facility location was considered as a potential location for the M&O Facility. However, it was removed from consideration due to issues related to property acquisition.
- G) The Los Angeles County Metropolitan Transportation Authority did present an initiative to implement a task force. The purpose of this task force was to evaluate potential M&O sites. However, this task force was not implemented because the Joint Powers Association, which included the City of Irwindale, performed this task of evaluating potential M&O sites.
- H) See Response to Comment A above.

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NOV 08 2010

MGL FOOTHILL EXT. CONST. AUTHORITY

November 5, 2010

Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive
Monrovia, CA 91019

A

As residents and homeowners of the City of Monrovia, we strongly oppose the proposed construction of the Maintenance and Operation Facility site./The construction of this facility will adversely impact our community in many ways. The following are just a few examples: increased noise factor and traffic congestions, impact to public services and aesthetics.

B

C

Not only are you placing a white elephant in our community/the constant travel of the Metro train cars entering and exiting the service yard, the noise in the conjunction with the increased traffic congestion with the 250+ employees and the 24 hour operation of the facility is a true dissatisfaction to all residents of the City of Monrovia, particularly to those that live within a 1 mile radius of the proposed site.

D

E

Monrovia residents/homeowners passed the proposition to save "Monrovia Hillside Protection and Hillside Maintenance" and are currently paying a yearly fee on our property taxes for 20 years to buy the land and save our "Flower and Fauna" in our City. Why are you considering saving the "Flower and Fauna" of the City of Irwindale and not taking into consideration the residents of Monrovia.

F

We all strongly agree that the location in the City of Irwindale is the most suitable location for a Maintenance and Operations facility and not in our community. We ask that you put yourselves in our shoes. Would you consider such a facility in your community...Honestly?

G

We ask that you please take into consideration our concerns and oppose the construction of this maintenance and operation facility in the City of Monrovia and consider the Irwindale location as the best alternative.

Sincerely,

Monrovia Residents

Name	Address	Phone Number
Jose Luis Dimz	450 MONROVISTA AVE	(626) 358-7353
Leona Williams	474 MONROVISTA AVE	(626) 359-6213

1-4



Name	Address	Phone Number
<u>Alberto Tostado</u>	<u>490 MONROVISTA</u>	<u>(626) 256 39 97</u>
<u>Dian Benson-Bell</u>	<u>482 Monrovia</u>	<u>(626) 358-5328</u>
<u>FLORES MARIC</u>	<u>4th Monrovia</u>	<u>(626) 256 4451</u>
<u>Scott Yu</u>	<u>455 Monrovia Ave</u>	<u>(626) 358-4848</u>
<u>AHM. SALAHUDDIN</u>	<u>453. MONROVISTA NE</u>	<u>(626) 303-3396</u>
<u>Faustino Serna</u>	<u>433 Monrovia AVE</u>	<u>(626) 357-1385</u>
<u>Gloria Salazar</u>	<u>418 Monrovia ave</u>	<u>(626) 303 3830</u>
<u>Michelle Stewart Thomas</u>	<u>405 Monrovia, Unit B</u>	<u>(626) 622-2502</u>
• <u>Terrence Brown</u>	<u>471 Monrovia Ave</u>	<u>(626) 833-1348</u>
<u>Marie Wang</u>	<u>457 MONROVISTA AVE</u>	<u>(626) 862-2267</u>
<u>Irma Sanchez</u>	<u>449 Monrovia Ave</u>	<u>(626) 358-7174</u>
<u>DENNIS PATIAG</u>	<u>442 Monrovia Ave.</u>	<u>626 (626) 239-6324</u>
<u>AMBER SCHARBERG</u>	<u>441 MONROVISTA AVE.</u>	<u>(626) 485-9976</u>
<u>Christina Cocumelli</u>	<u>405F Monrovia AVE</u>	<u>(626) 298 3456</u>
• <u>Sherrie DuFresne</u>	<u>405 E Monrovia Ave</u>	<u>(626) 890-0910</u>
<u>Sharon Kohn</u>	<u>401D Monrovia Ave</u>	<u>(626) 437-7724</u>
<u>Jordan Boldt</u>	<u>409C Monrovia Ave</u>	<u>(626) 633-6416</u>

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Name	Address	Phone Number
<u>Anthony Russell</u>	<u>413 B Monrovia Ave.</u>	<u>(626) 278-1713</u>
<u>Ana Laura Perez</u>	<u>401C Monrovia Av</u>	<u>(626) 239-6241</u>
<u>Jose Luis Muñoz</u>	<u>449 Hurstview Av</u>	<u>(626) 358-8251</u>
<u>ALFREDO ROSALES VALDEZ</u>	<u>520-522 Hurstview Ave.</u>	<u>(626) 484-0546</u>
<u>EARLENE COLLINS</u>	<u>457 Hurstview Ave</u>	<u>(841) 2655</u>
<u>GABRIEL FIGUEROA</u>	<u>465 Hurstview Ave</u>	<u>(626) 358-0146</u>
<u>Ruben Samayoa</u>	<u>501 Hurstview Ave.</u>	<u>(626) 357-1472</u>
<u>EUANGELINA ESPINOZA</u>	<u>497 Hurstview Av</u>	<u>(626) 303-0294</u>
<u>Esther Cardona</u>	<u>620 Hurstview Av</u>	<u>(626) 358-0083</u>
<u>Ignacio Melchor</u>	<u>502 Hurstview Av</u>	<u>(626) 590-6888</u>
<u>JESUS ANGLIANO</u>	<u>428 Hurstview Av</u>	<u>(626) 357-7250</u>
<u>Jorge Perez</u>	<u>432 Hurstview Av.</u>	<u>(626) 357-7130</u>
<u>Hector R. Leal</u>	<u>602 Hurstview Ave.</u>	<u>(626) 676-8411</u>
<u>Eugenia Rivas</u>	<u>473 Hurstview-ave.</u>	<u>(626) 376-5471</u>
<u>May Pasion</u>	<u>413A Monrovia Ave.</u>	<u>(323) 325-3405</u>
<u>Brad Heacock</u>	<u>465 Monrovia Ave.</u>	<u>(410) 362-4613</u>
<u>Danyeer Tate</u> <u>Mary Jo Tate</u>	<u>470 Monrovia Ave</u>	<u>(626) 833-5322</u>

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