

**Findings of Fact and Statement of Overriding Considerations
for the
Final Supplemental Environmental Impact Report
(SEIR No. 3) of the**

**Metro Gold Line Foothill Extension Phase 2B
Project Modifications
(San Dimas Parking Facility Relocation)**

SCH No. 2010121069

Prepared for:

Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, California 91016

Prepared by:

AECOM

401 West A Street, Suite 1200
San Diego, California 92101
Phone: (619) 610-7600

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1 INTRODUCTION

1.1 Overview

This document presents the Findings of Fact of the Metro Gold Line Foothill Extension Construction Authority (Construction Authority) regarding modifications to the location of the San Dimas Parking Facility (Project Modifications) for the Metro Gold Line Foothill Extension Phase 2B (Project) and related Final Supplemental Environmental Impact Report 3 (Final SEIR 3). The content and format of the Findings of Fact are designed to meet the requirements of the California Environmental Quality Act (CEQA). The CEQA (*Public Resources Code* Section 21081) and the CEQA Guidelines (Section 15091) require that no public agency approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant effects of the project on the environment unless both of the following occur:

- (a) The public agency makes one or more of the following possible findings with respect to each significant effect:
 1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 2. Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

As required by CEQA, the Construction Authority expressly finds that the Final SEIR 3 for the Project reflects the Authority Board independent review and judgment. In accordance with the provisions of CEQA and the CEQA Guidelines, the Authority Board adopts these Findings as part of its certification of the Final SEIR 3.

In conjunction with its adoption of these Findings, the Construction Authority has reviewed and considered a substantial amount of material, including, but not limited to, the following:

- Metro Gold Line Foothill Extension – Azusa to Montclair Final EIR (2013) (hereafter the 2013 FEIR)
- Metro Gold Line Foothill Extension – Azusa to Montclair Project Draft SEIR and Final SEIR 1 and 2 and all appendices and technical reports thereto; and

- Comments and Responses to Comments on the Metro Gold Line Foothill Extension – Azusa to Montclair Project Draft SEIR 3.

1.2 Statutory Requirements

CEQA (Public Resources Code section 21081) and the CEQA Guidelines (California Code of Regulations, Title 14, section 15091) require that:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For significant effects that the agency determines are not feasible to mitigate to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. (Public Resources Code, § 21081, subd. (b).) Section 15093 of the CEQA Guidelines provides:

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.”

The Construction Authority finds that the 2013 FEIR and subsequent environmental actions, including prior addenda, the 2019 Final SEIR 1 and the 2021 Final SEIR 2, provide informational value to the Authority Board and the public despite the Project Modifications. The Construction Authority also finds that no changes to the 2013 FEIR are necessary to make the 2013 FEIR adequate for the Project as revised by the Project Modifications. The facts in support of this determination are described below and are further documented in the Final SEIR 3.

1.3 Scope of Supplemental Environmental Impact Report and Findings

CEQA Guidelines section 15163, subdivision (b), provides that an SEIR need only contain the information necessary to make the prior EIR adequate for the Project as revised. Accordingly, the Final SEIR 3 analyzes environmental impacts of the Project as a result of the Project

Modifications. These Findings are made concerning new or more severe significant impacts of the Project as revised by the Project Modifications, and the mitigation measures to address these new or more severe significant impacts. (CEQA Guidelines, § 15163, subd. (e).)

1.4 Records of Proceedings

For the purposes of CEQA and these Findings of Fact, the records of proceedings for the Construction Authority's decision on the Project Modifications consist of: (a) matters of common knowledge to the Construction Authority, including, but not limited to, federal, state, and local laws, regulations and policies and (b) the following documents, which are in custody of the Clerk of the Board of the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016. The documents and other materials that constitute the record of proceedings upon which project approval is based are located at 406 East Huntington Drive, Suite 202 Monrovia, California 91016. The Construction Authority is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

- Final Environmental Impact Report for the Metro Gold Line Foothill Extension Project Phase 2B, dated February 2013, and subsequent environmental actions through and including SEIR 2;
- Notice of Preparation ("NOP") and other public notices issued by the Authority in conjunction with the Project Modifications;
- Draft Supplemental Environmental Impact Report ("Draft SEIR 3"), dated February 2022;
- All testimony, documentary evidence, and all correspondence submitted in response to the Draft SEIR 3 by agencies or members of the public during the public comment period on the Draft SEIR 3 and responses to those comments (Appendix E of the Final SEIR 3);
- Final Supplemental Environmental Impact Report ("Final SEIR 3"), dated July 2022, including all appendices thereto and those documents incorporated therein by reference;
- The Mitigation Monitoring and Reporting Program ("MMRP") as previously adopted dated January 2021;
- All findings, statements of overriding consideration, and resolutions adopted by the Construction Authority in connection with the proposed Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, relating to the Project Modifications, including Attachment B to Appendix A (Traffic Queuing Memorandum) and Attachment C to Appendix A (Secondary Effects Memorandum);
- All documents submitted to the Construction Authority by agencies or members of the public in connection with the development of the Project Modifications;
- All actions of the Authority Board of Directors with response to the Project Modifications;
- Applicable local general plans, transportation plans and transportation improvement programs and related environmental analyses;
- Relevant meeting agenda, minutes, and staff reports of the Construction Authority; and

- Other relevant documents regarding coordination and consultation with the public and public agencies and other documents designated by the Construction Authority.

1.5 Organization of CEQA Findings of Fact

The content and format of this CEQA Findings of Fact and Statement of Overriding Considerations is designed to meet the latest CEQA Statutes and Guidelines. The document is organized into the following sections:

Chapter 1, Introduction, outlines the organization of this document and identifies the location and custodian of the record of proceedings.

Chapter 2, Public and Agency Outreach, describes the steps the Construction Authority has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the Draft and Final SEIRs.

Chapter 3, Project Description, describes the location and existing setting, objectives, characteristics, and the required permits and approvals for the proposed project.

Chapter 4, Analysis of Transportation Impacts, provides a summary of potentially significant effects related to transportation.

Chapter 5, No New Environmental Effects; Less-Than Significant Environmental Effects without Mitigation, provides a summary of those environmental issue areas where no reasonably foreseeable impacts would occur and determined to be below the threshold of significance without the incorporation of mitigation measures.

Chapter 6, Less Than Significant Environmental Effects with Mitigation, provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures would avoid or substantially reduce the environmental effects to less than significant levels.

Chapter 7, Significant Environmental Effects, provides a summary of potentially significant environmental effects for which no feasible mitigation measures are identified or for which implementation of identified feasible mitigation measures would not avoid or substantially reduce the environmental effects to less than significant levels.

Chapter 8, Findings on Changes to the Draft SEIR 3 and Recirculation, provides a summary of the changes to the Draft SEIR 3 in response to public comments received and findings that changes to the Draft SEIR 3 do not require recirculation of the Draft SEIR 3 for public review.

Chapter 9, Statement of Overriding Considerations, presents the Statement of Overriding Considerations for the significant adverse effects that cannot be avoided, even with the implementation of proposed mitigation measures.

2 PUBLIC AND AGENCY OUTREACH

The Construction Authority has complied with the CEQA Guidelines during the preparation of the SEIR for the proposed Project Modifications. The Draft SEIR 3, dated February 2022, was prepared after soliciting input from the public, responsible agencies, and affected agencies through the SEIR scoping process. The “scoping” of the SEIR was conducted utilizing several of the tools available under CEQA. In accordance with Section 15063 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on October 12, 2021. The NOP was posted in the Los Angeles County Clerk and San Bernardino County Clerk’s office for 30 days; and comments on the NOP were accepted through November 19, 2021. To comply with local and state COVID-19 social distancing requirements, a virtual scoping meeting was held on October 26, 2021, to solicit input on the proposed Project Modifications. The NOP was also submitted to the California Office of Planning and Research (State Clearinghouse) to officially solicit participation in determining the scope of the SEIR. Information requested and input provided during the NOP comment period regarding the scope of the SEIR 3 are included in the Draft SEIR 3.

The Draft SEIR 3 was circulated for a 45-day public review and comment period starting on February 18, 2022, and concluding April 4, 2022. The public review period was conducted pursuant to CEQA and its implementing guidelines, which requires a 45-day review period. The document and the Notice of Completion (NOC) were distributed to the California Office of Planning and Research (State Clearinghouse). Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to agencies and community stakeholders. The NOA informed them of where they could view the document and how to comment. An electronic copy of the document was also posted online, and hard copies were made available by request. The NOA was filed with the County Clerks on February 18, 2022.

A Final SEIR 3 has been completed and includes written comments received by electronic-mail on the Draft SEIR 3, written responses to the comments received, and the associated changes to the Draft SEIR 3. A total of 9 written comment letters were received.

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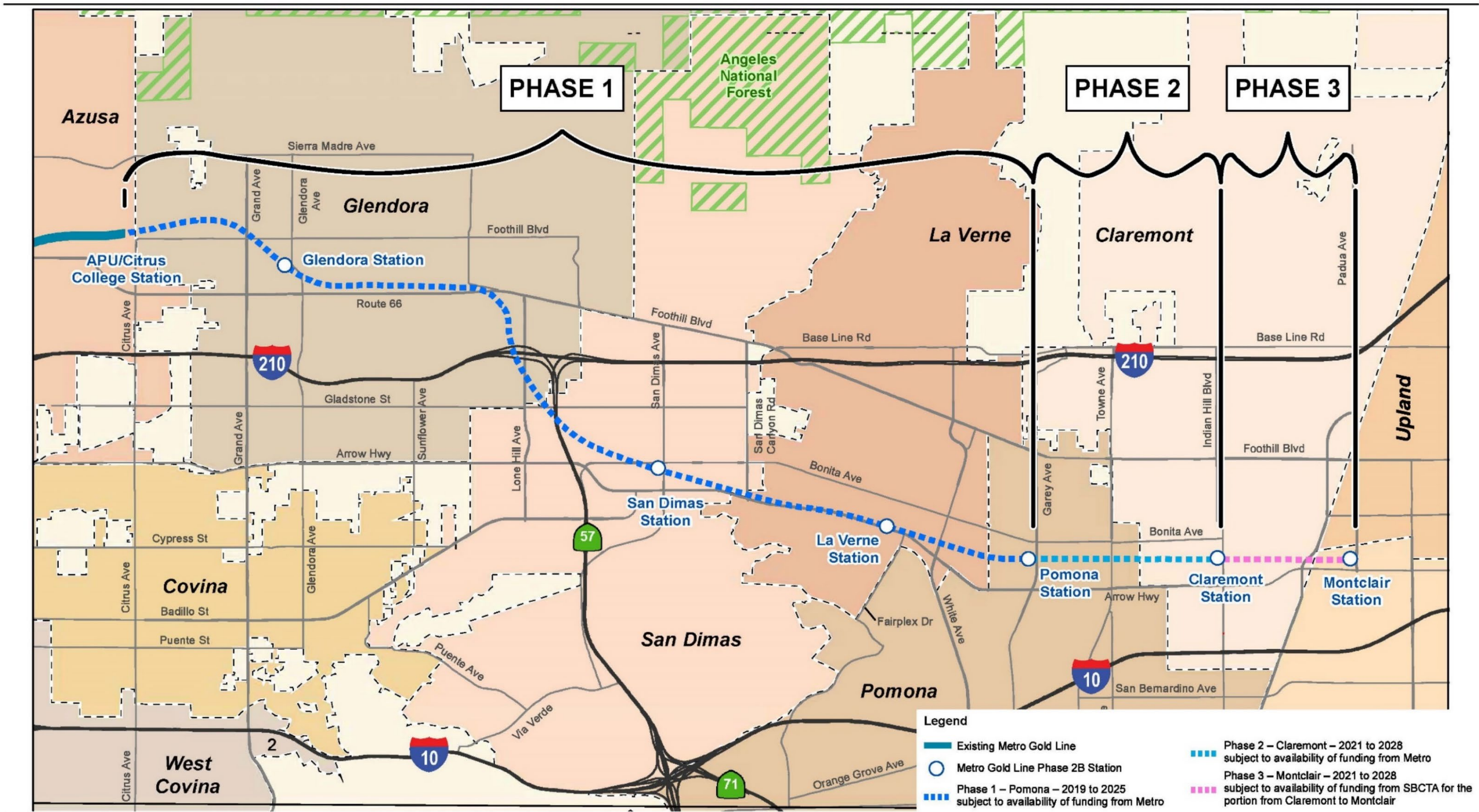
3 PROJECT DESCRIPTION

3.1 Project Location and Setting

The Metro Gold Line light rail transit (LRT) system currently extends from eastside Los Angeles at Atlantic Boulevard to Azusa, California, serving cities and communities along the alignment corridor. It is a dual-track system with overhead catenary lines for power. Many (15) of the 27 stations include parking facilities (surface lots and/or structures) for riders arriving by car. The light rail track is mostly at-grade and is generally within the existing Construction Authority right-of-way in a corridor that is shared with Metrolink and Burlington Northern Santa Fe (BNSF) Railways railroad tracks.

The Construction Authority approved Phase 2B of the Gold Line system in 2013 to extend the Gold Line from Azusa to Montclair. After the 2013 approval, the Construction Authority decided to construct and operate the Azusa to Montclair portion of the Gold Line system in two phases: Phase 1 from Azusa to Claremont, and Phase 2 from Claremont to Montclair. Construction commenced on Phase 1 in December 2017. Following the certification of the 2013 FEIR and approval of the Project, the Authority prepared four addenda to the 2013 FEIR and approved certain of refinements to the Project evaluated in the addenda. For the purposes of these Findings, the “2013 FEIR” is defined to include Addendum No. 1 through and including Addendum No. 4 approved by the Authority. For the purposes of these Findings, the “Approved Project” includes the Project as approved by the Authority in 2013, and the refinements to the Project approved by the Authority.

The 2013 FEIR Project with the modifications evaluated in the four addenda, the 2019 SEIR 1 and the 2021 SEIR 2 is a 12.3-mile extension of the Metro Gold Line LRT alignment to the east, with service from the Azusa-Citrus Station in Azusa to the Montclair Transcenter. It includes the analyzed and approved stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. As addressed and evaluated in the 2019 SEIR, due to funding constraints the Construction Authority decided to construct and operate the Azusa to Montclair portion of the Gold Line system in three phases, as opposed to two phases: Phase 1 from Azusa to Pomona, Phase 2 from Pomona to Claremont, and Phase 3 from Claremont to Montclair (Figure 1-1). As addressed and evaluated in the 2021 SEIR 2, proposed parking areas in several locations were reduced in capacity in accordance with Metro parking policy and changed from parking structures to parking lots. The location of the parking facility in Pomona was also revised as part of the 2021 SEIR 2.



Source: Jacobs 2019

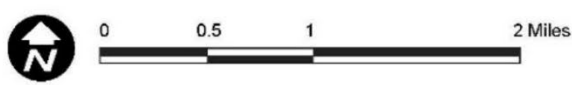


Figure 1-1
Regional Vicinity Map

3.2 Project Objectives

As stated in the 2013 FEIR, the existing transportation infrastructure in the Azusa to Montclair corridor area primarily connects commuters to regional destinations but does not provide functional or practical inter-city public transit service for trips made within the corridor. The area is underserved by existing transit options, which are generally oriented toward short trips made within cities or long trips to destinations far outside the area. This transportation infrastructure will be further strained by forecasted future regional and local growth, and the project objectives address these conditions. The project objectives would serve the cities and communities within the Azusa to Montclair corridor area and meet the travel demand of the area's residents and employees, and include the following:

- Enhance city-to-city mobility by providing high frequency, reliable, and direct transit connections to downtown areas
- Improve the area's transportation capacity
- Provide transportation improvements that connect the area to the regional transit system
- Encourage auto trip diversions and new transit trip activity in the area

3.3 Project Modifications

The parking facility at the San Dimas Station would be constructed during Phase 1 of the Project. To accommodate a surface parking lot at the San Dimas Station, the Construction Authority proposes to relocate and reconfigure the parking facility approved in SEIR 2 to a new location south of the Project ROW between Monte Vista Avenue and San Dimas Avenue (Figure 1-2). The Study Area for the Project modifications is shown in Figure 1-2. The proposed new location is currently used as an existing San Dimas Park & Ride lot for Foothill Transit. The previously approved parking facility site is located two blocks east along Arrow Highway, south of the project ROW and west of Walnut Avenue (Figure 1-3). No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations. The same number of parking spaces would be built as previously approved as part of SEIR 2. Bus drop-off for Foothill Transit services would be located at the intersection of Bonita and San Dimas Avenues, consequently, Foothill Transit buses would not be entering the parking lot.

The existing parking lot on the proposed site would be redeveloped to accommodate the same number of parking spaces as identified for the approved parking location in San Dimas. The total number of parking spaces would be approximately 289, which would remain consistent with the approved Project. Due to the reconfiguration of the parking facility, vehicular access is proposed from Commercial Street and Monte Vista Avenue, instead of from East Arrow Highway as previously approved. The new access road would include two-lanes, one in each direction, to allow vehicles to turn right or left while entering or exiting the parking facility from Commercial Street. Vehicles turning left onto Commercial Street from the access road would then travel south or north on San Dimas Avenue. Vehicles turning right onto Commercial Street would then travel north or south on Monte Vista Avenue. The new access road would accommodate right turns from the alleyway onto the access road by vehicles traveling

eastbound on the alley south of the parking lot, including large vehicles such as garbage trucks and fire engines, while access to the alley along the southerly edge from the parking lot would be restricted by a median. Vehicles would be able to exit the alley heading eastbound and turn right onto the parking lot driveway and travel south to Commercial Street allowing access to San Dimas Avenue. The Construction Authority anticipates prohibition of right turns from the parking lot westbound onto the alley via signage and a bulb out on the curb to make it difficult for vehicles to turn right.

The proposed San Dimas parking facility would also include a Kiss & Ride area to allow for pick-up and drop-off. Access to the Kiss & Ride area would be provided via the new access road from Commercial Street. The design of the access road includes a median that will prevent parking lot patrons from accessing the Kiss & Ride area through the parking lot. Vehicles using the Kiss & Ride area would continue to exit the parking facility south on San Dimas Avenue. An existing secondary entrance/exit on Railway Street would remain as part of the Project Modifications.

The Construction Authority would work with the City of San Dimas to install traffic calming elements around the parking lot such as speed bumps and signage if desired. Additionally, the design of the intersection at the new driveway and Commercial Street could be modified or signed to dissuade vehicles from traveling west onto Commercial Street and driving through the local streets. Vehicles exiting the parking lot via Railway Street will either continue west to Cataract Avenue or travel south on Monte Vista Avenue. The Construction Authority will work with the City of San Dimas to provide signage/design features to improve transit patron access to the parking facility while reducing effects on residents in the area.

Pedestrian access to the station platform would be via a pedestrian crossing and signal on San Dimas Avenue on the west side of the station just south of the Project ROW, which is currently under construction. This pedestrian signal and crossing will be installed with or without the Project Modifications since it is part of the Project. An additional traffic signal and pedestrian crossings were installed at the intersection of Commercial Street and San Dimas Avenue in Fall 2021, which was also part of the Project. There would also be pedestrian circulation within the proposed parking lot. Access to the San Dimas Gold Line Station platform would also be revised under the Project Modifications. Access will occur only from the western side (San Dimas Avenue) of the station platform. No pedestrian or bicycle access to the San Dimas Station platform will be provided from the eastern (Walnut Avenue) side of the platform as a result of relocation of the station parking facility. The Study Area for the proposed Project Modifications, including pedestrian access, is shown in Figure 1-4 of the SEIR 3.

Fencing and landscape would be provided along the perimeter of the proposed parking facility footprint, and along the new access road on Commercial Street. In addition, Crime Prevention Through Environmental Design (CPTED) features would be incorporated in the Project Modifications to provide a safe, secure, and comfortable transit system. CPTED principles for transit stations include open visible platforms, adequate lighting, signage, emergency telephones, a public address system, and security camera monitoring systems. A combination of screen wall, other fencing and/or landscaping may be provided along the perimeter of the

proposed San Dimas parking lot along Monte Vista Avenue and on the southern edge of the Project Modifications near the alley. These principles would be incorporated as part of the Metro Design Criteria. Landscaping would also be added to Freedom Park adjacent to the new access driveway in accordance with preliminary designs developed by the City of San Dimas. Additionally, law enforcement personnel would routinely patrol the stations to help prevent crime from occurring. The parking lot would be designed to be open and well-lit to support monitoring for crime-related activities. Similar CPTED design principles would be used to deter vagrancy at parking facilities, such as adequate lighting, signage, emergency telephones, security camera monitoring systems, providing law enforcement personnel, and a bench that would be integrated into the transit shelter and contain design measures to prevent people from lying down comfortably. Security camera monitoring would also be placed near Freedom Park.

3.3.1 Project Elements

The Project elements, including alignment, stations, and grade crossings, would be the same as presented in the 2013 FEIR and subsequent environmental actions, with the exception of the relocated San Dimas parking facility and associated changes to vehicle and pedestrian access discussed herein. All other design features of the Project would remain the same as described in the 2013 FEIR and subsequent environmental actions (with the exception of the TPSS/LADWP refinement in Addendum No. 3 and Modification No. 6 and Modification No. 7 in Addendum No. 4).

The Draft SEIR 3 evaluated the potential for new or more significant environmental impacts of the Project Modifications as compared to the Project impacts disclosed in the 2013 FEIR and subsequent environmental actions.

3.4 Discretionary Actions

An EIR/SEIR is a public document used by a public agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid environmental damage (CEQA Guidelines, Section 15121). As an informational document, an EIR/SEIR does not recommend for or against approving a project. The main purpose of an EIR is to inform governmental decision makers and the public about potential environmental impacts of a project.

The EIR prepared for the Metro Gold Line Foothill Extension Phase 2B – San Dimas Parking Relocation Project will be used by the Construction Authority, as the lead responsible agency under CEQA, respectively, in making decisions with regard to the adoption of the proposed project and the subsequent construction and development of the Project, described above, and Project Modifications.

Various permits and approvals would be required in order to approve and implement the Project. Anticipated permits and approvals necessary to implement the Project were outlined in the 2013 FEIR (Section 3.17) and several were secured prior to the start of construction. The following agencies may use this Final SEIR 3 in the event additional permits or discretionary

approvals are required for the Project Modifications. These may include but may not be limited to, the following:

California Department of Fish and Wildlife (CDFW)

- Streambed Alteration Agreement (1602)

California Department of Toxic Substances (DTSC)

- Disposal of hazardous materials

California Department of Transportation (Caltrans)

- Approvals regarding bridge protection, encroachment permit for construction, permit for operating oversized transportation vehicles on State highways

California Public Utilities Commission (CPUC)

- Grade Crossing General order 88B

Corridor Cities (San Dimas)

- Permits for street improvements and utility relocations, and tree removal

Los Angeles County and San Bernardino County Flood Control Districts

- Permits for railroad bridges over flood control channels

Los Angeles County Metropolitan Transportation Authority (Metro)

- Project funding, design, and operations

4 ANALYSIS OF TRANSPORTATION IMPACTS

The Project is a key element of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted by the Southern California Association of Governments (SCAG) to improve mobility and reduce greenhouse gas (GHG) emissions by providing an alternative to driving an automobile. The Project is included in the RTP/SCS as Metro Gold Line Foothill Extension: Azusa to County Line (Project ID 1120006) and Light Rail Extension from County Line to Montclair (Project ID 4120222) (SCAG, 2016).

4.1 Methodology for Analyzing Transportation Impacts

The Draft SEIR 3 evaluated the transportation impacts of the Project against the approved Project Baseline using a methodology similar to the 2013 FEIR and subsequent environmental actions. The 2013 FEIR methodology reflected the standard practice in the traffic engineering profession at the time and that was also employed in many CEQA documents. Under this methodology, CEQA documents evaluated the impacts of projects on traffic flows using level of service (LOS) based on traffic delay. The Draft SEIR 3 evaluation, consistent with the methodologies described above, includes a comparison of the Project Modifications to a No Build scenario, consistent with standard practice for traffic engineering.

Subsequent to the 2013 FEIR, budget and funding expectations necessitated consideration of phased construction for portions of the Project between Azusa and Montclair. Three potential construction phases were ultimately identified. Phase 1 extends the Metro Gold Line from Azusa to Pomona, Phase 2 extends the Project from Pomona to Claremont, and Phase 3 extends the Project from Claremont to Montclair. The 2019 SEIR evaluated impacts associated with Phase 1 of the Project from Azusa to Pomona and the 2014 Addendum 2 evaluated the project impacts for Phases 1 and 2 combined from Azusa to Claremont. The 2013 FEIR analyzed the full Build Alternative, which represents Phases 1, 2, and 3 combined. The proposed Project Modifications relocate the San Dimas Station parking facility approximately two blocks west of the currently approved location. This relocation, combined with provision of the same number of parking spaces as included in SEIR 2, would not result in impacts on travel demand or VMT reductions or increases associated with the approved Project. Consequently, new travel demand calculations and detailed VMT analysis were not required for this SEIR 3. VMT conditions would be the same as presented in the SEIR 2.

Detailed transportation analysis was conducted for the approved Project, for the Draft SEIR 2. The differences in the level of impact between Phases 1, 2, and 3 were presented in SEIR 1 and SEIR 2. No differences in traffic volumes associated with phased construction are anticipated with regard to the relocation of the San Dimas parking facility. A queuing analysis was completed for the pedestrian crosswalk on San Dimas Avenue south of the Gold Line tracks and the results/findings are included in Attachment B of Appendix A. In addition, in response to public comments on the Draft SEIR 3, a supplemental memorandum was prepared that provides a summary of secondary effects that would be a result of the Project Modifications, and is included in Attachment C of Appendix A.

4.1.1 Scope of Analysis

Level of Service

The 2013 FEIR and subsequent environmental actions conducted traffic LOS analysis based on delay and parking analysis as the studies were conducted prior to the application of CEQA Guidelines §15064.3 and SB 743. It is standard practice for an SEIR to use the same transportation analysis as the FEIR that precedes it in order to ensure consistency in comparison and control for changes resulting from only the project modifications. Consequently, the Draft SEIR 3 includes a traffic LOS analysis and parking analysis for the purpose of comparison to previous analysis and informing jurisdictions of potential impacts. However, given that the publication of this document follows the July 1, 2020, date on which CEQA Guidelines §15064.3 and SB 375 apply, the Draft SEIR 3 applies VMT as the determining factor for CEQA impacts and does not consider traffic delay to be an environmental impact under CEQA.

The traffic LOS analysis has been conducted at intersections that could be impacted by the Project Modifications. The study area for LOS analysis was determined by reviewing the travel patterns from the model output conducted in SEIR 2. There are six intersections that would have a different travel pattern due to the Project Modifications. The analysis in SEIR 2 included 24 intersections for the proposed San Dimas Station. The travel patterns are anticipated to be unchanged for 18 intersections analyzed previously, so there would be no change to the analysis for 18 of the 24 intersections adjacent to the San Dimas Station. Therefore, LOS analysis was performed for the six intersections that would have a different travel pattern due to the Project Modifications.

Vehicle Miles Traveled

The California Resources Agency determined that, in general, transportation impacts are best evaluated by using vehicle miles traveled (VMT). Guidelines §15064.3 also notes that lead agencies should presume that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, would have a less than significant impact. The Resources Agency also determined “Lead agencies have the discretion to choose the most appropriate methodology to analyze a project’s vehicle miles traveled.” As such, transportation impacts were evaluated using VMT to determine whether there are significant impacts.

The proposed Project Modifications relocate the San Dimas Station parking facility approximately two blocks west of the currently approved location. This relocation, combined with provision of the same number of parking spaces as included in SEIR 2, would not result in impacts on travel demand or VMT reductions or increases associated with the approved Project. Consequently, new travel demand calculations and detailed VMT analysis were not required for this Final SEIR 3. VMT conditions would be the same as presented in the SEIR 2.

4.1.2 Transportation Analysis Results

Short-term construction impacts would remain largely as described in the 2013 FEIR. The proposed new parking facility would be reconfigured to accommodate the same number of parking spaces as in the currently approved parking location east of the San Dimas Station

platform. Therefore, no change in parking demand or ridership levels are anticipated due to the Project Modifications. In turn, VMT would not be impacted due to the Project Modifications. Short-term construction impacts primarily include temporary lane closures and detours as a result of construction activities. These temporary impacts would be limited by scheduling certain construction activities during off peak hours, outside of the AM and PM peak commuting periods, and through the use of clearly signed detour routes where necessary. The Project Modifications would not result in changes to anticipated short-term construction impacts except for the specific locations where temporary closures or detours would be necessary as a result of the change in parking facility footprint and location. Therefore, short-term construction impacts, with mitigation measures, would result in less than significant impacts related to transportation. CTR-1 through CTR-3 would be incorporated from the 2013 FEIR and subsequent environmental actions. No additional mitigation is required.

The Project Modifications would not result in a reduction in station ridership at the San Dimas Station compared to the 2013 FEIR and subsequent environmental actions. Additionally, the Project Modifications would provide infrastructure that supports alternative modes of access for bicycles and pedestrians, as well as a location for pick-up/drop-off, which could result in increased ridership. As a result, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor would the Project Modifications conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, no new or more severe impacts would occur.

4.1.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR provides a regional cumulative impact assessment for transportation improvements through 2035. The RTP/SCS Final Program EIR concludes that cumulative traffic and transportation impacts would be significant because of the regional increase in VMT. As reported above, the Project Modifications and the approved Project both result in a decrease in VMT when compared to the No Build Alternative in 2035. Therefore, the Project Modifications would not contribute to any significant cumulative impact and would instead improve regional and project area VMT. In conclusion, the Project Modifications would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Additionally, the Project Modifications would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). As such, no new or significant impacts would occur.

4.1.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Construction Authority finds that the Project Modifications would not result in new or more severe significant transportation impacts. No additional mitigation measures are required as a result of the Project Modifications because no new impacts have been identified with the Project Modifications. However, all mitigation measures previously identified in the 2013 FEIR and

subsequent environmental actions would remain in place. Although congestion and operational impacts (LOS) are no longer addressed through CEQA, the Draft SEIR included a supplemental LOS analysis to allow for a comparison to impact levels identified in the 2013 FEIR and subsequent environmental actions. Furthermore, the Construction Authority would maintain all previously adopted mitigation measures related to traffic operations and demand, as included in the 2013 FEIR and subsequent environmental actions. With the incorporation of mitigation measures from the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant transportation impacts. Therefore, impacts of the Project Modifications would be less than significant. The conclusions from the analysis of transportation in the 2013 FEIR and subsequent environmental actions remain unchanged. Based on the foregoing:

- The Project Modifications, with previously adopted mitigation measures, will not conflict with a program, plan, or ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The Project Modifications, with previously adopted mitigation measures, will not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

4.1.5 Facts in Support of Findings

The facts in support of the findings are described above, and in the Summary and Section 3 (Transportation) of the Final SEIR 3.

5 NO NEW ENVIRONMENTAL EFFECTS; LESS-THAN SIGNIFICANT EFFECTS WITHOUT ADDITIONAL MITIGATION

The Construction Authority finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project Modifications have either no new or more severe significant effects, or the design and other features incorporated into the Project Modifications have reduced any environmental effects to less than significant. As a result, no additional mitigation is required to reduce effects to less than significant.

5.1 Aesthetics

5.1.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to visual quality would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts would be less than significant with implementation of the mitigation measures VIS-1 through VIS-3.

5.1.2 Long-term Impacts

No new or more severe significant long-term impacts to visual quality would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that long-term impacts would remain less than significant with implementation of the mitigation measures VIS-4 and VIS-5. VIS-6 remains valid as approved in the 2013 FEIR, but is not applicable to the Project Modifications.

5.1.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that there would be no long-term cumulative visual quality impacts. During construction, the Project Modifications would result in similar or less visual quality impacts as the Project and implement mitigation measures, as required by the 2013 FEIR. With incorporation of mitigation measures VIS-1 through VIS-6 identified in the 2013 FEIR, the Project Modifications would not result in additional visual quality impacts compared to what was evaluated in the 2013 FEIR. The Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

Some permanent changes to the visual setting (e.g., potential new driveway through the City of San Dimas Freedom Park) and impacts to visual resources (e.g., relocation/replacement of trees and landscaping) would occur. However, with the implementation of the mitigation measures, impacts would not result in new or more severe significant impacts compared to those outlined in the 2013 FEIR and subsequent environmental actions. In addition, these impacts would only occur at singular locations and be highly localized.

The Project Modifications would not have significant cumulative impacts in terms of vividness, intactness, and unity. As discussed, the vividness, intactness, and unity of the Project Site would remain similar to existing conditions with the implementation of the Project Modifications

as the parcel would continue to be used as a paved parking facility. Compliance with permitting and the relocation/replacement of trees would maintain a similar level of vividness as existing conditions. Implementation of mitigation measures VIS-4 and VIS-5 would enhance the unity and intactness of the views of the site.

The Project Modifications are consistent with the applicable policies and goals articulated in the General Plans and specific plans of each of the local jurisdictions in the parking facility areas, and the implementation of the identified mitigation measures for those instances where visual quality could be adversely affected would further ensure that the project would not make a substantial contribution to a cumulatively significant visual quality impact. As such, the Project Modifications would not result in cumulative impacts related to a substantial adverse effect on a scenic vista or scenic resources with a scenic highway including, but not limited to, trees, rock outcroppings, and historic buildings; substantially degrade the existing visual character or quality of the site and its surroundings; create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; or introduce substantial new shadow effects on sensitive users. With implementation of required mitigation measures, these impacts would be reduced to less than significant.

5.1.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant impacts related to visual quality from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will have less than significant long-term impacts to visual quality after implementation of mitigation measures VIS-1 through VIS-6.

5.1.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.1 (Aesthetics) of the Final SEIR 3.

5.2 Air Quality

5.2.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to air quality would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term air quality impacts would remain less than significant with the implementation of mitigation measures CON-1 through CON-19 previously adopted by the Construction Authority.

5.2.2 Long-term Impacts

No new or more severe significant long-term impacts to air quality would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent

environmental actions, which concluded that there would be no significant long-term air quality impacts because the Project Modifications are anticipated to reduce regional vehicle emissions.

5.2.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that mitigation measures may not reduce air quality emissions to a less than significant level; impacts would remain significant after mitigation. During construction, the Project Modifications would result in fewer air quality impacts than previously identified for the Project, and would therefore contribute to the cumulative impacts related to construction to a lesser degree than was recognized in the 2013 FEIR and RTP/SCS Final Program EIR. The Construction Authority would require the contractor to implement the previously adopted mitigation measures CON-1 through CON-19 identified in the 2013 FEIR. Because the Project Modifications would not result in additional emissions associated with Project during the short or long term as compared to what was evaluated in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR. In the long-term, implementation of the Project Modifications would continue to provide emission reduction benefits reducing VMT in the region over the Project horizon conditions and would therefore not contribute to additional cumulative air quality impacts.

5.2.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and that the Project Modifications would not result in new or more severe significant impacts to air quality. Therefore, the Project as modified will have short-term construction impacts that remain less than significant after implementation of mitigation measures CON-1 through CON-19 and no significant long-term air quality impacts, as disclosed in the 2013 FEIR and subsequent environmental actions. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not cause or contribute to any new violation of any NAAQS in any area.
- The Project Modifications, with mitigation measures, will not increase the frequency or severity of any existing violation of any NAAQS in any area.
- The Project Modifications, with mitigation measures, will not delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in any area.

5.2.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.2 (Air Quality) of the Final SEIR.

5.3 Biological Resources

5.3.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to biological resources would result from the Project Modifications. Trees and landscaped areas that require removal would be relocated/replaced at a minimum two to one (2 to 1) ratio in accordance with the Construction Authority's Tree Removal Policy that was prepared for the design and construction of the Project. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts to biological resources would remain less than significant with the implementation of mitigation measures BIO-1 through BIO-6 previously adopted by the Construction Authority.

5.3.2 Long-term Impacts

No new or more severe significant long-term impacts to biological resources would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that there would be less-than significant long-term impacts to biological resources because the Project Modifications are anticipated to reduce water quality impacts and biological resources that occur downstream of the project sites.

5.3.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to biological resources could occur due to construction in undeveloped areas and population growth and development on existing natural lands. The Project Modifications are primarily located in an existing parking lot in the same general area as the larger Project, which is within urban settings that currently contain development. The western portions of Freedom Park would be required to construct the new access road, however, access to the park would remain open during construction and following project operations. Furthermore, there are no sensitive vegetation communities or sensitive wildlife species expected to occur within the project site, and native vegetation and landscaping such as trees and shrubs would be included as part of the Project Modifications. Therefore, the Project Modifications would not contribute to cumulative biological resources impacts. Because the Project Modifications would not result in additional biological resources and ecosystem impacts as compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

5.3.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and that the Project Modifications would not result in new or more severe significant impacts to biological resources. Therefore, the Project as modified will have short-term construction impacts that remain less than significant after implementation of mitigation measures BIO-1, BIO-3 through

BIO-6 and less-than significant long-term and cumulative impacts to biological resources, as disclosed in the 2013 FEIR and subsequent environmental actions. Based on the foregoing:

- The Project Modifications, with mitigation, will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered, threatened, or proposed or critical habitat for these species.
- The Project Modifications, with mitigation, will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- The Project Modifications, with mitigation, will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- The Project Modifications will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.
- The Project Modifications will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- The Project Modifications, with mitigation, will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The Project Modifications will not conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan.

5.3.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.3 (Biology) of the Final SEIR 3.

5.4 Climate Change

5.4.1 Short-term Construction Impacts

No new or more severe significant short-term climate change impacts would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term significant impacts would be less than significant with the implementation of mitigation measures CON-1 through CON-19 previously adopted by the Construction Authority.

5.4.2 Long-term Impacts

No new or more severe significant long-term climate change impacts would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that there would be no significant long-term climate change impacts.

5.4.3 Cumulative Impacts

The geographic scope of consideration for GHG emissions is on a global scale because such emissions contribute, on a cumulative basis, to global climate change. Given the nature of environmental consequences from GHGs and climate change, CEQA requires lead agencies to evaluate the cumulative impacts of GHGs, even relatively small additions, on a global basis. By their nature, GHG evaluations under CEQA are a cumulative study. The GHG impacts analysis included in the Draft SEIR constitutes a cumulative analysis in that it considers global, statewide, and regional projections of GHG emissions, as well as the contribution of the Project, to GHG emission impacts.

The Project Modifications would not introduce new or more severe GHG emissions from construction or operation of the Project compared to what was evaluated in the 2013 FEIR and subsequent environmental actions. In addition, the Project with the Project Modifications would result in substantial VMT reductions by encouraging public transit use and increasing public transportation opportunities. Therefore, the Project with the Project Modifications would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As such, the Project Modifications would not introduce or contribute to adverse cumulative impacts on GHG emissions.

5.4.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and that the Project Modifications would not result in new or more severe significant climate change impacts. Therefore, the Project as modified will have short-term construction impacts that remain less than significant after implementation of mitigation measures CON-1 through CON-19 and no significant long-term climate change impacts, as disclosed in the 2013 FEIR and subsequent environmental actions. Based on the foregoing:

- The Project Modifications, with mitigation, will not generate GHG emissions, either directly or indirectly, that would result in a significant impact on the environment.
- The Project Modifications will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

5.4.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.4 (Climate Change) of the Final SEIR 3.

5.5 Communities, Population, and Housing

5.5.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to communities, population and housing would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term significant impacts would be less than significant with the implementation of mitigation measures S-1 through S-5, and CTR-3 previously adopted by the Construction Authority.

5.5.2 Long-term Impacts

No new or more severe significant long-term impacts to communities, population and housing would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that long-term impacts to communities, population and housing would remain less than significant with compliance with the California Relocation Assistance Act.

5.5.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to communities, population, and housing could occur due to unfocused growth and displacements. The Project Modifications would result in similar or less community, population, and housing impacts as the Approved Project, and would implement the required mitigation measures and adhere to the California Relocation Assistance Act. Similar to the cumulative impact discussion in the 2013 FEIR, potential cumulative community, population, and housing impacts related to the Project Modifications have been accounted for in individual cities' land use efforts and the RTP/SCS. Because the Project Modifications would not result in additional impacts to communities, population and housing compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

Therefore, the Project Modifications would not induce substantial population growth or result in a significant cumulative impact related to the displacement or relocation of a substantial number of existing residential properties, businesses, and people.

5.5.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and that the Project Modifications would not result in new or more severe significant impacts to communities, population and housing from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will have short-term impacts that are less than significant with the implementation of mitigation measures S-1 through S-5, and CTR-3, and long-term impacts that are less than significant with compliance with the California Relocation Assistance Act. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or business elsewhere.
- The Project Modifications, with mitigation measures, will not displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere.
- The Project Modifications, with mitigation measures, will not physically divide an established community.
- The Project Modifications will not induce substantial population growth in an area, either directly or indirectly.

5.5.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.5 (Communities, Population, and Housing) of the Final SEIR 3.

5.6 Community Facilities and Parklands

5.6.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to community facilities and parklands would result from the Project Modifications. Due to the relocated and reconfigured parking facility, a new access road would be provided along Commercial Street to serve as an entry/exit for the parking facility. This would require the partial acquisition of the western portion of two parcels from the City to build a two-way road, one lane in each direction, along the western portion of Freedom Park. The two parcels required for partial acquisition, parcel 8390-021-902 and parcel 8390-021-903. The area designated for the proposed Kiss & Ride would not encroach into park property. The area where the access road would be placed is currently a vegetated area that contains no park facilities or amenities. Use of this area for the proposed access road would not impact the Freedom Park memorial monument, therefore, the Project Modifications would not impact the Veterans Monument. In addition, landscaping and a sitting wall or fence would be provided to Freedom Park as part of the Project Modifications. Public access to the western portion of the park would be buffered during construction of the Project Modifications to allow for work vehicles to access the site. However, park access would remain open on the eastern portion of Freedom Park during construction activities. Although the Project Modifications would necessitate acquisition of a portion of land currently used for Freedom Park, the short-term construction activities are not anticipated to result in any increase in park demand or increases in park users. Therefore, the use of an existing park or other recreational facility would not be increased such that physical deterioration of the facility would occur or be accelerated. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term significant impacts would be less than significant with the implementation of mitigation measure CTR-3 previously adopted by the Construction Authority.

5.6.2 Long-term Impacts

No new or more severe significant long-term impacts to community facilities and parklands would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that long-term impacts to community facilities and parklands would remain less than significant due to police and emergency service providers having greater visibility and accessibility of parking facilities.

5.6.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to community facilities and parklands could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG region. These impacts generally include additional demands on public services. The Project Modifications would not significantly increase short-term or long-term demand for police or fire protection services and therefore would not contribute to significant cumulative impacts. Because the Project Modifications would not result in additional impacts compared to what was evaluated in the 2013 FEIR and its addenda, the Project Modifications would not change the cumulative impacts conclusions of the 2013.

Therefore, the Project Modifications would not significantly increase demand for police and fire protection services and would not contribute to significant adverse cumulative impacts. In addition, the Project Modifications would not increase cumulative demand for parks, hospitals, libraries, and other government facilities and, therefore, would not contribute to significant cumulative impacts on such facilities.

5.6.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant impacts to community facilities and parklands from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will have short-term impacts that are less than significant with the implementation of mitigation measure CTR-3, and long-term impacts that are less than significant. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives for public services.
- The Project Modifications will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.

- The Project Modification will not include recreational facilities or require the construction of recreational facilities, which might have an adverse physical effect on the environment.

5.6.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.6 (Community Facilities and Parklands) of the Final SEIR 3.

5.7 Cultural Resources

5.7.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to cultural resources would result from the Project Modifications. However, during Tribal consultation meetings, representatives from the Gabrieleno Band of Mission Indians – Kizh Nation verbally indicated the potential for the presence of Tribal Cultural Resources (TCRs) in the area of the Project Modifications and a desire for tribal monitoring during ground-disturbing activities. However, specific language requested from the Tribe by the Construction Authority for incorporation in a new mitigation measure was not provided, and consultation was concluded without any response from the Tribe in this regard. No documentation of TCRs on properties covered under the Project Modifications was shared with the Construction Authority as part of the consultation process. Conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term potentially significant impacts would be less than significant with the implementation of mitigation measures CR-1 and CR-2 previously adopted by the Construction Authority remain the same and will be relied upon to avoid impacts to any potential TCRs.

Pursuant to Pub. Res. Code Sec. 21083(d)(2) after good faith negotiations with representatives of Gabrieleno Band of Mission Indians – Kizh Nation, and several Authority requests for further additional feedback and information from the Kizh Nation which were unanswered, consultation was concluded. Further, because of the lack of continued engagement in consultation process by the Kizh Nation, the Authority in good faith, after reasonable efforts, has concluded that mutual agreement regarding any additional mitigation measures could not be reached.

5.7.2 Long-term Impacts

No new or more severe significant long-term impacts to cultural resources would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that there were no long-term significant impacts.

5.7.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that transportation projects in the region have the potential to yield previously undiscovered human remains because some projects would take place in previously undisturbed or minimally disturbed areas. The reference EIR acknowledges that excavation and soil removal of any kind, irrespective of

depth, has the potential to encounter human remains. The Project Modifications would have no significant impacts on cultural resources, and during construction, the Authority would require the contractor to implement mitigation measures in the event of resource discovery, as required by the 2013 FEIR. Therefore, the Project Modifications would not contribute to cumulative cultural resources impacts. Because the Project Modifications would not result in additional cultural resources impacts as compared to what was evaluated in the 2013 and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

5.7.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant impacts to cultural resources. Therefore, the Project as modified will have short-term impacts that are less than significant with the implementation of mitigation measures CR-1, and CR-2, and no long-term significant impacts. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines.
- The Project Modifications, with mitigation measures, will not cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines.
- The Project Modifications, with mitigation measures, will not disturb any human remains, including those interred outside of formal cemeteries.

5.7.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.7 (Cultural Resources) of the Final SEIR 3.

5.8 Energy

5.8.1 Short-term Construction Impacts

No new or more severe significant short-term energy impacts would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term significant impacts would be less than significant with the implementation of mitigation measures CON-9 through CON-19.

5.8.2 Long-term Impacts

No new or more severe significant long-term energy impacts would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent

environmental actions, which concluded that there would be less-than significant long-term energy impacts due to the decrease in operational energy consumption.

5.8.3 Cumulative Impacts

The Project Modifications would not introduce new or more severe impacts in comparison to the cumulative energy impacts of the Project described in the 2013 FEIR and subsequent environmental actions, nor result in wasteful, inefficient, or unnecessary use of energy as compared against existing conditions. The Project Modifications would require less construction-related energy consumption than the anticipated energy consumption estimated in the 2013 FEIR and subsequent environmental actions. In addition, the Project, as modified by the Project Modifications, would continue to result in a decrease in regional energy consumption and would result in a beneficial energy impact by reducing automobile VMT and the associated fossil fuel-based energy consumption compared to the No Build Alternative. The reduction in automobile travel also reduces vehicle congestion, which reduces energy consumption associated with vehicle idling and vehicle travel at slower speeds. The Project Modifications would not change the overall Project scope as evaluated in the 2013 FEIR and subsequent environmental actions, and the Project would continue to implement a key element of the SCAG RTP/SCS by providing a rail transit alternative to the private automobile in the Project area, encouraging fuel conservation and trip reductions. The Project would continue to result in beneficial energy impacts and would not result in wasteful, inefficient, or unnecessary use of energy. The Project would also not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the Project, as modified by the Project Modifications, would not introduce or contribute to any significant cumulative energy impacts.

5.8.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant energy impacts. Therefore, the Project as modified will have short-term construction impacts that are less than significant with the implementation of mitigation measures CON-9 through CON-19, and less-than significant long-term energy impacts. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not result in wasteful, inefficient, or unnecessary use of energy, and/or substantially increase energy demand.
- The Project Modifications will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.8.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.8 (Energy) of the Final SEIR 3.

5.9 Geologic Hazards

5.9.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to geologic hazards would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts would be less than significant with adherence to current federal and state seismic requirements identified in Section 4.9.3.3 of the Final SEIR 3.

5.9.2 Long-term Impacts

No new or more severe significant long-term impacts to geologic hazards would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that long-term significant impacts would be less than significant with compliance with the seismic safety regulatory requirements and design standards identified in Table 3.8-9 of the 2013 FEIR, and in Section 4.9.3.4 of the Final SEIR 3.

5.9.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to geologic hazards could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG. The Project Modifications are located in the same general area as the larger Project, which is within urban settings that currently contain development. Therefore, the Project Modifications would not contribute to cumulative geologic hazards impacts. Because the Project Modifications would not result in additional geologic hazards impacts as compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

Therefore, the Project Modifications would not result in cumulative impacts that would expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides. Additionally, the Project Modification sites are not located in areas that would result in erosive soils, liquefactions, or expansive soils. As such, no impacts would occur.

5.9.4 Findings

The Construction Authority finds that consistent with the conclusions of the 2013 Final EIR and subsequent environmental actions, the Project with the Project Modifications would not result in new or more severe significant geologic hazard impacts. Therefore, the Project as modified will have short-term construction impacts that are less-than significant with adherence to current federal and state seismic requirements identified in Section 49.3.3 of the Final SEIR 3, and less-than significant long-term geologic hazard impacts with compliance with the seismic safety regulatory requirements and design standards identified in Table 3.8-9 of the 2013 FEIR, and in Section 49.3.4 of the Final SEIR 3. Based on the foregoing:

- The Project Modifications will not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides.
- The Project Modifications will not be located in an area of erosive soils, liquefactions, or expansive soils.

5.9.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.9 (Geologic Hazards) of the Final SEIR 3.

5.10 Hazardous Waste and Materials

5.10.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to hazardous waste and materials would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term significant impacts would be less than significant with the implementation of mitigation measures HW-1 through HW-6. HW-4 remains valid as approved in the 2013 FEIR but is not applicable to the Project Modifications.

5.10.2 Long-term Impacts

No new or more severe significant long-term impacts to hazardous waste and materials would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that no long-term significant impacts to hazardous waste and materials would occur.

5.10.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that although impacts to hazardous materials could occur during construction, there would be no long-term cumulative hazardous materials impacts. During construction, the Project Modifications would result in similar hazardous materials impacts as those previously identified for the Project. The Construction Authority would require the contractor to implement required mitigation measures and adhere to federal and state requirements regarding the removal and disposal of hazardous materials, as required by the 2013 FEIR. Similar to the cumulative impact discussion in the 2013 FEIR, potential cumulative hazardous materials impacts would be site-specific and would be fully mitigated. Because the Project Modifications would not result in additional hazardous materials impacts compared to what was evaluated in the 2013 FEIR, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR.

Therefore, the Project Modifications could result in cumulative impacts that could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, cumulative impacts have the potential to create a

significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. With the implementation of mitigation measures HW-1 through HW-3, HW-5, and HW-6, these impacts would reduce to less than significant. Since the Project Modification areas are not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, the Project Modifications would not create a significant hazard to the public or the environment. In addition, the Project Modifications, with mitigation measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor would they expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The Project Modifications would not result in cumulative impacts related to hazardous waste and materials, and impacts would be less than significant with mitigation measures.

5.10.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant impacts to hazardous waste and materials. Therefore, the Project as modified will have short-term construction impacts that are less-than significant with the implementation of mitigation measures HW-1 through HW-6, and no significant long-term impacts. Based on the foregoing:

- The Project Modifications, with mitigations measures, will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The Project Modifications, with mitigations measures, will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- The Project Modifications, with mitigations measures, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
- The Project Modifications will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would not create a significant hazard to the public or the environment.
- The Project Modifications, with mitigations measures, will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- The Project Modifications will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including

where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

5.10.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.10 (Hazardous Waste and Materials) of the Final SEIR 3.

5.11 Land Use

5.11.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to land use planning would result from the Project Modifications. The new location of the San Dimas parking lot would not create new short-term impacts, although temporary construction staging sites may be relocated. Any additional staging areas that may be needed, as determined during the final design, would revert back to their designated use upon completion of the construction. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts would be less-than significant with the mobilization of equipment, materials, personnel, and staging and storage areas.

5.11.2 Long-term Impacts

No new or more severe significant long-term impacts to land use would result from the Project Modifications. The proposed location for the San Dimas parking facility is currently used as a Foothill Transit Park & Ride facility, therefore no change in land use is planned. Additionally, the area planned for the new roadway access is currently a vegetated area that contains no park facilities or amenities. Landscaping and a sitting wall or fence would be provided to Freedom Park as part of the Project Modifications, which would be consistent with existing land uses. Furthermore, building a parking facility adjacent to the existing Project ROW is consistent with the San Dimas General Plan. The Project Modifications would be constructed on the existing parking lot and the western portion of Freedom Park which is zoned as "Creative Growth", as compared to the previously approved site which consists of industrial land use. The Project Modifications would be consistent with existing and planned land uses and development of the reconfigured parking facility would not prevent future re-development that could include additional features permitted in the Creative Growth zoning designation. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that there would be no long-term significant impacts.

5.11.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to land use and planning could occur due to future growth that would be inconsistent with local plans and policies within the SCAG region. The Project Modifications are located in the same general area as the Project, which is included in each of the corridor cities' land use plans. In addition, the Project Modifications would be constructed on the existing parking lot which is zoned as

“Creative Growth”, and would be consistent with existing and planned land uses. Development of the reconfigured parking facility would not prevent future re-development that could include additional features permitted in the Creative Growth zoning designation. Therefore, the Project Modifications would not conflict with applicable land use plans and policies and would not contribute to cumulative land use and planning impacts. Because the Project Modifications would not result in additional land use and planning impacts as compared to what was evaluated in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR and subsequent environmental actions.

Therefore, the Project Modifications would not result in cumulative impacts that would conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance), adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project Modifications would not physically divide an established community, nor would they conflict with any applicable habitat conservation plan or natural community conservation plan; therefore, no cumulative land use impacts would occur.

5.11.4 Findings

The Construction Authority finds that the Project with the Project Modifications would not result in significant land use impacts from what was analyzed in the 2013 FEIR and subsequent environmental actions or any new or more severe impacts than the Project without the Project Modifications. Therefore, the Project as modified will have less-than significant impacts, and no significant long-term impacts. Based on the foregoing:

- The Project Modifications will not conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- The Project Modifications will not physically divide an established community.
- The Project Modifications will not conflict with any applicable habitat conservation plan or natural community conservation plan.

5.11.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.11 (Land Use) of the Final SEIR 3.

5.12 Safety and Security

5.12.1 Short-term Construction Impacts

No new or more severe significant short-term impacts safety and security would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts would be less than significant

with compliance with the requirements of the federal Occupational Safety and Health Administration (OSHA), California Occupational Safety and Health Administration (Cal/OSHA), the Americans with Disabilities Act, the California Manual on Uniform Traffic Control Devices (MUTCD) and Metro safety and security policies; and implementation of mitigation measures SS-1 and SS-2 in the 2013 FEIR and subsequent environmental actions.

5.12.2 Long-term Impacts

No new or more severe significant long-term impacts to safety and security would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that the long-term significant impacts related to safety would be less than significant with implementation of mitigation measures SS-3 through SS-10.

5.12.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that there would be no long-term cumulative security impacts. During construction, the Project Modifications would result in similar security impacts as the Project and implement required mitigation measures and a safety- and security-oriented design, and adhere to standard policies and requirements, as required by the 2013 FEIR and 2019 SEIR. With incorporation of mitigation measures SS-1 and SS-2 identified in the 2013 FEIR and the 2019 SEIR, the Project Modifications would not result in additional safety and security impacts compared to what was evaluated in the 2013 FEIR and the 2019 SEIR. The Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR and the 2019 SEIR. Therefore, safety concerns for motorists, pedestrians, and bicyclists would increase locally, particularly if other development and transportation projects are constructed in the vicinity of the Project Modifications. However, it is not anticipated that the Project with Project Modifications will result in a considerable cumulative impacts. Additionally, the potential to increase cumulative security impacts and emergency response would not be significant; therefore, cumulative safety and security impacts would be less than significant.

5.12.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant safety impacts from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will have less-than significant short-term impacts with the implementation of mitigation measures SS-1 and SS-2, and less than significant long-term impacts with implementation of mitigation measures SS-3 through SS-10. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not create the potential for increased pedestrian and/or bicycle safety risks.

- The Project Modifications will not create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures.
- The Project Modifications would not result in substantially increased hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The Project Modifications, with mitigation measures, will not substantially limit the delivery of emergency responses such as police, fire or emergency services to locations along the proposed alignment.
- The Project Modifications, with modifications, will not create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism.

5.12.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.13 (Safety and Security) of the Final SEIR 3.

5.13 Water Quality and Resources

5.13.1 Short-term Construction Impacts

No new or more severe significant impacts would result from the Project Modifications from what was analyzed in the 2013 FEIR and subsequent environmental actions, which concluded that short-term impacts to water resources would be less than significant with compliance with federal, state, and local regulations.

5.13.2 Long-term Impacts

No new or more severe significant impacts would result from the Project Modifications from what was analyzed in the 2013 FEIR and subsequent environmental actions, which concluded that there would be no significant long-term impacts to water resources.

5.13.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that impacts to water quality could occur due to future growth that would contribute to conversion of undeveloped land to urban uses within the SCAG region. The Project Modifications are located primarily in an existing parking lot in the same general area as the larger Project, which is within urban settings that contain development. Therefore, the Project Modifications would not convert undeveloped land to urban uses and would not contribute to cumulative water quality impacts. Because the Project Modifications would not result in additional water quality impacts as compared to what was evaluated in the 2013 FEIR and because appropriate construction and post-construction BMPs would be implemented and regulatory requirements followed, the Project Modifications would not change the cumulative impact conclusions of the 2013 FEIR. Therefore, the Project Modifications will not result in cumulative impacts related to water quality and resources.

5.13.4 Findings

The Construction Authority finds that the Project Modifications would not result in new or more severe significant impacts related to water resources from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will not have significant impacts on water resources. Based on the foregoing:

- The Project Modifications will not violate any water quality standards or waste discharge requirements.
- The Project Modifications will not 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 (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).
- The Project Modifications will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite.
- The Project Modifications will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite.
- The Project Modifications will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality.
- The Project Modifications will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- The Project Modifications will not place structures within a 100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- The Project Modifications will not place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows.
- The Project Modifications will not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- The Project Modifications will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- The Project Modifications will not require new or expanded entitlements of water supplies to serve the project.

5.13.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.14 (Water Quality and Resources) of the Final SEIR 3.

5.14 Growth-Inducing Impacts

CEQA Guidelines section 15126.2, subdivision (d) requires a discussion of growth-inducing impacts of the Project Modifications.

5.14.1 Findings

The Construction Authority finds that the Project Modifications would not introduce the potential for new induced growth beyond that which was already identified for the Project in the 2013 FEIR and subsequent environmental actions, which concluded that no significant growth-inducing impacts would result from the Project. The Project Modifications do not include the development of employment-generating uses that might otherwise provide direct or indirect growth-inducing impacts. As described in the 2013 FEIR and the Final SEIR 3, the Project and the Project Modifications are not anticipated to attract growth directly or indirectly beyond that already envisioned in SCAG's 2012-2035 RTP/SCS. The City of San Dimas land use plan recognizes and accounts for the approved 2013 FEIR, and any future new development would be consistent with the City's land use plan and regulations. No new or increased significant impacts would occur.

5.14.2 Facts in Support of Findings

The facts in support of this finding are described above and in Chapter 4.15 (Growth-Inducing Impacts) of the Draft SEIR.

5.14.3 Alternatives

As described in the 2013 FEIR, the Construction Authority conducted an extensive and comprehensive development, screening, and selection process that involved a wide range of alternatives initially evaluated in the Metro Gold Line Phase II Extension Pasadena to Claremont Alternatives Analysis (AA) Final Draft Report (January 2003). The Locally Preferred Alternative (LPA) identified from the AA was carried forward for CEQA analysis of the LPA compared against a No Build Alternative as well as a Transportation Systems Management (TSM) Alternative.

No additional or more severe impacts have been identified as a result of the Project Modifications beyond those identified in the 2013 FEIR and subsequent environmental actions. Accordingly, the Project Modifications do not cause more or severe impacts warranting analysis of further alternatives that could reduce such new or increased impacts.

5.15 Irreversible and Irretrievable Commitment of Resources

CEQA Guidelines Section 15126.2, subdivision (c) requires a discussion of any irreversible and irretrievable commitments of environmental resources required to implement the Project Modifications.

5.15.1 Findings

The Project Modifications would involve a negligible addition to certain commitment of resources, including but not limited to natural, physical, human, and fiscal resources. The San Dimas parking facility relocation and reconfiguration would involve a smaller commitment of land needed to construct the previously approved parking lot. However, as discussed in Chapter 1, Project Description, of the Final SEIR 3, to accommodate a surface parking lot at the San Dimas Station, the reconfigured parking facility would be located south of the Project ROW between Monte Vista Avenue and San Dimas Avenue, which is currently used as an existing Sam Dimas Park & Ride lot for Foothill Transit. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, and Montclair Stations.

The Project Modifications would result in a lesser amount of construction resources because constructing a smaller surface parking lot requires fewer material resources than constructing a larger parking lot. The Project Modifications would result in less construction materials such as aggregate and cement, less financial resources related to demolition, construction labor, and property acquisition/relocation and less construction equipment and associated fossil fuel resources consumed..

There would still be a substantial decrease in VMT over that anticipated under a No Build condition; therefore, the overall benefits associated with the Project Modifications would still be positive. No difference in fossil fuel resource consumption is anticipated since VMT would remain as forecast in SEIR 2.

As described above, the Project Modifications would involve no addition to the irreversible or irretrievable commitment of resources beyond that already identified in the 2013 FEIR and subsequent environmental actions. As discussed in the 2013 FEIR and subsequent environmental actions, the commitment of resources to construct and operate the Project with the Project Modifications would be offset by the extent to which residents, employees, and visitors would benefit from the improved transportation system in Southern California. No new or increased significant impacts would occur.

5.15.2 Facts in Support of Findings

The facts in support of this finding are described above and in Chapter 4.16 (Irreversible and Irretrievable Commitments of Resources) of the Final SEIR 3.

Table 5.15-1. Summary of Environmental Impacts and Comparison to the 2013 FEIR, 2019 FEIR 1, 2021 FEIR 2, and this FEIR 3

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
TRANSPORTATION							
TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	No-Impact	CTR-1 through CTR-3	Less than Significant	Short-and long-term impacts are less than significant with mitigation incorporated.	No new or more severe significant impacts, no new mitigation measures
TRA-2: Would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	No-Impact	No-Impact	No-Impact	No-Impact	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
AESTHETICS							
AES-1: Have a substantial adverse effect on a scenic vista.	No Impact	No Impact	No-Impact	No mitigation required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
AES-2: Substantially damage scenic resources with a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
AES-3: Substantially degrade the existing visual character or quality of the site and its surroundings	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AES-4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AES-5: Introduce substantial new shadow effects on sensitive users	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	Less than Significant	VIS-1 through VIS-5. VIS-6 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
AIR QUALITY							
AIR-1: Conflict with or obstruct implementation of the applicable air quality plan	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
AIR-2: Violate any air quality standard or contribute to any existing or projected air quality violations	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including release of emissions that exceed quantitative thresholds for ozone precursors)	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur	No new or more severe significant impacts, no new mitigation measures
AIR-4: Expose sensitive receptors (health care facilities, rehabilitation centers, retirement homes, residences, schools, playgrounds, childcare centers, playgrounds) to substantial pollutant concentrations, including air toxics such as diesel particulates	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
AIR-5: Create objectionable odors affecting a substantial number of people	Less than Significant with Mitigation Incorporated	No-Impact	Less than Significant	CON-1 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
BIOLOGY							
BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered, threatened, or proposed or critical habitat for these species	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
BIO-2: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or U.S. Fish and Wildlife Service (USFWS)	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
BIO-3: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
BIO-4: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
BIO-5: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
BIO-6: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than Significant with Mitigation Incorporated	Less than Significant	No-Impact	BIO-1, and BIO-3 through BIO-6	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
BIO-7: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
CLIMATE CHANGE							
CC-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CON-9 through CON-19	Less than Significant	Short-term construction impacts are less than significant with mitigation incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
CC-2: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Less than Significant	Less than Significant	No-Impact	No mitigation is required	Less than Significant	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
COMMUNITIES, POPULATION, AND HOUSING							
COM-1: Displace a substantial number of existing residential properties or businesses, necessitating the construction of replacement housing or businesses elsewhere	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	S-1 through S-5, and CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
COM-2: Displace a substantial number of people or businesses, necessitating the construction of replacement housing or business property elsewhere	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	S-1 through S-5, and CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures
COM-3: Induce substantial population growth in an area, either directly or indirectly	No-Impact	Less than Significant	No-Impact	No mitigation is required	Less than Significant	No short-term construction impacts. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures
COMMUNITY FACILITIES AND PARKLANDS							
CF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No-Impact	No new or more severe significant impacts, no new mitigation measures
CF-2: Need for new or physically altered	Less than Significant with	Less than Significant	No-Impact	CTR-3	Less than Significant	Short-term construction	No new or more severe significant

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police and fire protection	Mitigation Measures Incorporated					impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	impacts, no new mitigation measures
CULTURAL AND TRIBAL CULTURAL RESOURCES							
CUL-1: Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines	Less than Significant with Mitigation Measures Incorporated	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines	Less than Significant with Mitigation Measures Incorporated	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
CUL-3: Disturb any human remains, including those	Less than Significant with Mitigation	No-Impact	Less than Significant	CR-1 and CR-2	Less than significant	Short-term construction impacts are less than significant	No new or more severe significant impacts, no new

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
interred outside of formal cemeteries	Measures Incorporated					with mitigation measures incorporated. No long-term impacts would occur.	mitigation measures
ENERGY							
ENE-1: Result in wasteful, inefficient, or unnecessary use of energy, and/or substantially increase energy demand	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CON-9 through CON-19	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant	No new or more severe significant impacts, no new mitigation measures
ENE-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	Less than Significant with Mitigation Measures Incorporated	No-Impact	No-Impact	CON-9 through CON-19	Less than significant	Short-term construction impacts are less than significant with mitigation measures incorporated. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
GEOLOGIC HAZARDS							
GEO-1: Expose people or structure to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides	Less than Significant	Less than Significant	No-Impact	No mitigation is required	Less than Significant	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
GEO-2: Be located in an area of erosive soils, liquefactions, or expansive soils	No Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
HAZARDOUS WASTE AND MATERIALS							
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6. HW-4 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6. HW-4 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	HW-1 through HW-6 and CTR-3. HW-4 remains valid but is not applicable to the Project Modifications	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section (§) 65962.5 and, as a result, would it create a significant hazard to the public or the environment	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than Significant with Mitigation Measures Incorporated	Less than Significant	No-Impact	CTR-3	Less than Significant	Short-term construction impacts are less than significant with mitigation measures incorporated. Long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
HAZ-6: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	No Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short- or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
LAND USE							
LAN-1: Conflict with any applicable land use plan, policy, or regulation by an agency with jurisdiction over the project (including, but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	Less than Significant	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
LAN-2: Physically divide an established community	Less than Significant	Less than Significant	No-Impact	No mitigation is required	No-Impact	Short-term and long-term impacts are less than significant.	No new or more severe significant impacts, no new mitigation measures
LAN-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	No-Impact	No-Impact	No-Impact	No mitigation is required	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
NOISE AND VIBRATION							
NOI-1: Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts are less than	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
applicable standards of other agencies						significant with mitigation measures incorporated.	
NOI-2: Expose persons to or generate excessive groundborne vibration or groundborne noise levels	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.
NOI-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.
NOI-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project	Significant and Unavoidable with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	N-1 and N-2	Less than Significant	Short-term construction impacts are significant and unavoidable with mitigation measures. Long-	No new or more severe significant impacts, no new mitigation measures. Impacts remain significant and unavoidable.

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
						term impacts remain less than significant with mitigation measures incorporated.	
SAFETY AND SECURITY							
SAF-1: Create the potential for increased pedestrian and/or bicycle safety risks	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures
SAF-2: Create substantial hazards including station, boarding, or disembarking accidents; right-of-way accidents; collisions between LRT/automobile and LRT/pedestrian; fires; or major structural failures	No-Impact	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-3 through SS-10	Less than Significant	No short-term impacts would occur. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures
SAF-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No-Impact	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	No short-term impacts would occur. Long-term impacts are less than significant with mitigation measures incorporated.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
SAF-4: Substantially limit the delivery of emergency responses such as police, fire, or emergency services to locations along the proposed alignment	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-1, and SS-3 through SS-10	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
SAF-5: Create the potential for adverse security conditions including incidents, offenses, crimes, or terrorism	Less than Significant with Mitigation Measures Incorporated	Less than Significant with Mitigation Measures Incorporated	No-Impact	SS-2	Less than Significant	Short-term and long-term impacts are less than significant with mitigation measures.	No new or more severe significant impacts, no new mitigation measures
WATER QUALITY AND RESOURCES							
WAT-1: Violate any water quality standards or waste discharge requirements	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-2: 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
uses or planned uses for which permits have been granted).							
WAT-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-5: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
otherwise substantially degrade water quality							
WAT-6: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-7: Place structures within a 100-year flood hazard area that would impede or redirect flood flows or expose people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-8: Place structures within an area vulnerable to inundation by seiches, tsunamis, or mudflows	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-9: Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	No short-term or long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

Potential Environmental Impacts	Short-term Significance Determination	Long-term Significance Determination	Cumulative Significance Determination	Mitigation Measure (s)	Impact After Mitigation	Prior EIR Conclusion	Change in Impact Conclusions?
significant environmental effects							
WAT-10: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than Significant	No-Impact	No Impact	No Mitigation is required.	Less than Significant	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures
WAT-11: Require new or expanded entitlements of water supplies to serve the project	No-Impact	No-Impact	No Impact	No Mitigation is required.	No-Impact	Short-term construction impacts are less than significant. No long-term impacts would occur.	No new or more severe significant impacts, no new mitigation measures

***Notes:**

The 2013 FEIR impact determination is based on the Build Alternative. Addenda include the four subsequent approved addenda to the 2013 FEIR.

The revisions to impact conclusions are based on a comparison between the 2013 FEIR and subsequent environmental actions. The comparison determination is consistent with Title 14 Code of Federal Regulations Chapter 3, and Guidelines for Implementation of CEQA Section 15163, which determines provisions for conducting a supplemental EIR.

The modifications described in Addenda 1, 2, 3, and 4 would not result in a new significant impact or more severe significant impacts on the resource compared to the Project analyzed in the 2013 EIR.

N/A = not applicable

OSHA = Occupational Safety and Health Administration

Cal OSHA = California Occupational Safety and Health Administration

6 LESS-THAN SIGNIFICANT EFFECTS WITH MITIGATION

The Construction Authority finds that no new potentially significant impacts would occur as a result of the Project Modifications in the short- and long-term. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions. Therefore, no new mitigation is required.

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7 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

No new or more severe significant and unavoidable effect of the Project Modifications would occur. With implementation of mitigation measures as discussed in the 2013 FEIR and subsequent environmental actions, the Project Modifications would not result in new significant noise and vibration impacts. Significant unmitigable construction impacts related to groundborne vibration and noise impacts previously identified for the Project remain significant; however, impacts would be slightly reduced by the Project Modifications requiring less construction equipment and duration for building the parking lot. The conclusions from the analysis of noise and vibration in the 2013 FEIR and subsequent environmental actions remain unchanged.

7.1 Noise and Vibration

7.1.1 Short-term Construction Impacts

No new or more severe significant short-term impacts to noise and vibration would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that short-term potentially significant impacts would remain significant and unavoidable with the implementation of mitigation measures N-1 and N-2.

7.1.2 Long-term Impacts

No new or more severe significant long-term impacts to noise and vibration would result from the Project Modifications. There is no change to the conclusions of the 2013 FEIR and subsequent environmental actions, which concluded that long-term potentially significant impacts would be less than significant with the implementation of mitigation measures N-3 through N-5. These mitigation measures remain valid for the Project but are not applicable to the Project Modifications. No additional mitigation is required.

7.1.3 Cumulative Impacts

The 2012-2035 RTP/SCS Final Program EIR, which provides a regional cumulative impact assessment for transportation improvements through 2035, concludes that mitigation measures may not reduce noise and vibration levels to a less than significant level during both construction and operation. The Project Modifications would not introduce new or more severe noise or vibration impacts in comparison to the 2013 FEIR and subsequent environmental actions. The Project Modifications would not result in noise levels that exceed the FTA thresholds.. Therefore, the Project Modifications would not substantially contribute to any cumulative noise impacts, including exposing persons to or generating noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposing persons to or generating excessive groundborne vibration or groundborne noise levels; result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project Modifications; or result in a

substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project Modifications.

7.1.4 Findings

The Construction Authority finds that changes or alterations have been required in, or incorporated into the Project that avoid or substantially lessen the significant environmental effects identified in the 2013 Final EIR and subsequent environmental actions, and the Project Modifications would not result in new or more severe significant impacts to noise and vibration from what was analyzed in the 2013 FEIR and subsequent environmental actions. Therefore, the Project as modified will have short-term construction impacts that remain significant after implementation of mitigation measures N-1 and N-2, and less than significant long-term noise and vibration impacts with the implementation of mitigation measures N-3 through N-5 in the 2013 FEIR and subsequent environmental actions. Based on the foregoing:

- The Project Modifications, with mitigation measures, will not expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- The Project Modifications, with mitigation measures, will not expose persons to or generate excessive groundborne vibration or groundborne noise levels.
- The Project Modifications will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications.
- The Project Modifications will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project with Project Modifications.

7.1.5 Facts in Support of Findings

The facts in support of this finding are described above and in Section 4.12 (Noise and Vibration) of the Final SEIR 3.

8 FINDINGS ON CHANGES TO THE DRAFT SEIR AND RECIRCULATION

8.1 Changes to the Draft SEIR 3

In response to comments from the public and other public agencies, the proposed project has incorporated changes subsequent to publication of the Draft SEIR 3. All of the changes to the Draft SEIR 3 are shown in the Final SEIR 3. Text that includes a ~~strike through~~ is text that has been removed, and text that is underlined is new text that was added.

8.2 Findings Regarding Final SEIR

Pursuant to CEQA, on the basis of the review and consideration of the Final SEIR 3, the Construction Authority finds:

1. Factual corrections and minor changes have been set forth as clarifications and modifications to the Draft SEIR 3;
2. The factual corrections and minor changes to the Draft SEIR 3 are not substantial changes in the Draft SEIR 3 that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the proposed project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;
3. The factual corrections and minor changes to the Draft SEIR 3 will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft SEIR 3;
4. The factual corrections and minor changes in the Draft SEIR 3 will not involve mitigation measures or alternatives which are considerably different from those analyzed in the Draft SEIR 3 that would substantially reduce one or more significant effect on the environment; and
5. The factual corrections and minor changes to the Draft SEIR 3 do not render the Draft SEIR 3 so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Draft SEIR 3 have been met. Incorporation of the factual corrections and minor changes to the Draft SEIR 3 into the Final SEIR 3 does not require the Final SEIR 3 be circulated for public comment.

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9 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the Metro Gold Line Foothill Extension Construction Authority (“Construction Authority”), as the decision-making agency, to balance as applicable the economic, legal, social, technological, or other benefits of the Project Modifications analyzed in the Final SEIR 3 for the Metro Gold Line Foothill Extension Project Phase 2B (“Project”) against its unavoidable environmental effects when determining whether to approve the Project Modifications. If the specific economic, legal, social, technological, or other benefits of the Project Modifications outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable. (Cal. Code Regs., tit. 14, § 15093, subdivision (a).) CEQA requires the Authority to support, in writing, the specific reasons for considering the Project Modifications acceptable when significant effects are not avoided or substantially lessened, based on substantial evidence in the Administrative Record, which includes the Final SEIR (Cal. Code Regs., tit. 14, § 15093, subd. (b).).

As described in the Findings of Fact, the Construction Authority finds that the mitigation measures identified in the 2013 FEIR for the Project, the 2019 Final SEIR 1 and 2021 Final SEIR 2 for the Project Modifications, this Final SEIR 3, and the Mitigation Monitoring and Reporting Program (MMRP) for the Project Modifications, when implemented, avoid or substantially lessen virtually all of the significant impacts of the Project as revised to include the Project Modifications.

9.1 Significant Unavoidable Impacts

Based on the information and analysis set forth in the Draft SEIR 3, Final SEIR 3, responses to comments, and the record of proceedings, construction of the Project Modifications will result in significant impacts after mitigation related to construction noise.

Short-term construction-related impacts were analyzed for purposes of this Draft SEIR. The relocated/reconfigured parking facility at the San Dimas Station will be carried out in the same general vicinity of the previously approved parking lot. In comparison with the approved parking lot of the 2021 FEIR 2, the Project Modifications would result in a smaller footprint for the parking facility site while, at the same time, significantly reducing the intensity and duration of construction activities that were required for the original approved site. As discussed in Section 4.7 (Cultural Resources), due to the proximity of historic resources from the Project Modification area, significant vibration impacts would not occur. Thus, the reconfigured parking facility would result in a general reduction in both construction noise and construction vibration levels at all applicable receptors.

Although the Project Modifications at the San Dimas Station parking facility would similarly result in a notable reduction in construction intensity and duration, the Project Modifications would include a new access road that is closer to a sensitive receptor. The nearest sensitive noise receptors are approximately 130 feet from the center of the reconfigured San Dimas Station parking facility construction area, and 43 feet from the center of the proposed access road. However, at this distance, predicted construction noise and vibration levels would be below the 80 dBA, 8-Hour Leq, and 0.2 PPV in/sec impact thresholds, respectively. Due to the

proximity of historic resources from the Project Modification area, significant vibration impacts would not occur. While the Project Modifications would not result in new or more severe short-term noise impacts, implementation of the mitigation measures identified in the 2013 FEIR would still be required to address previously identified construction impacts (N-1 and N-2).

The 2013 FEIR and subsequent environmental actions determined the Project has the potential to result in long-term noise and vibration impacts. As determined in the 2013 FEIR and subsequent environmental actions, implementation of mitigation measures would reduce Project long-term noise impacts to less than significant. However, these impacts are not located in proximity to the Project Modifications.

The FTA guidance manual recommends an operational noise study whenever noise-sensitive receptors are located within 125 feet (with line-of-sight to the facility) or 75 feet (without line-of-sight to the facility) of a reconfigured parking facility. All studied noise-sensitive receptors have a direct line-of-sight to a reconfigured parking facility. Thus, reconfigured parking facilities within 125 feet of any noise-sensitive receptors shall be analyzed for operational noise.

Noise levels generated by the reconfigured San Dimas Station parking facility would be approximately 3 dBA less than the approved parking facility in SEIR 2. Predicted operational noise levels after implementation of the Project Modifications would be approximately 8 dBA below the lowest applicable impact criteria. Impacts from the Project Modifications would be less than significant. Noise levels for the access drive are only presented for the Commercial Street access drive for the proposed modified lot. The predicted noise level from the access drive at the closest sensitive receiver is 4 dBA less than the noise level at the closest sensitive receiver to the proposed modified parking lot. The predicted noise from the access drive does not include any reduction from a concrete property wall between the drive and the nearest sensitive receiver, so the noise levels experienced at the nearest noise sensitive receiver are anticipated to be lower than the predicted level FTA threshold.

Vibration levels generated by standard vehicles using the reconfigured parking area would be imperceptible at a distance of 60 feet, and with no historic resources identified in the vicinity of Project Modifications, significant vibration impacts would not occur. Impacts from the Project Modifications would be less than significant.

As such, long-term impacts of the Project Modifications would be no greater than those identified by the 2013 FEIR and subsequent environmental actions. No new or more severe significant impacts would occur. The Project with Project Modifications would result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, impacts would remain significant and unavoidable. Mitigation measures established for the Project in the 2013 FEIR and subsequent environmental actions would be required to reduce short-term impacts to less than significant, and mitigation measures N-3 through N-5 remain valid for the Project but are not applicable to the Project Modifications. No additional mitigation is required.

9.2 Overriding Considerations

The Construction Authority finds that notwithstanding the significant and unavoidable impact identified above, there are specific overriding economic, legal, social, technological, and other reasons for approving the Project Modifications and finding the above adverse effect to be considered acceptable. These reasons are summarized below:

1. Increased Transportation Mobility

The Project, which will be enabled through approval of the Project Modifications, will serve the communities within the Azusa to Montclair corridor area by improving regional mobility, reducing regional vehicle miles travelled, providing a regional rail transit link between San Bernardino County and downtown Los Angeles, and providing an alternative to the private automobile.

2. Economic Growth Consistent with General Plans and the Sustainable Communities Strategy

The Project, which will be enabled through approval of the Project Modifications, will contribute to the economic growth and help sustain current economies in the six cities along the Gold Line through which the Project as modified will be constructed and operated. Implementation of the Project, with the Project Modifications, will provide incentives for development near rail stations in accordance with local land use plans and the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted by the Southern California Association of Governments (SCAG), and increase property values for businesses and residences located near rail stations. Providing improved transit access in the San Gabriel Valley will also facilitate travel during non-commute periods that is economically important (e.g., travel for dining, shopping, and entertainment.)

3. Social Benefits

The Project, which will be enabled through approval of the Project Modifications, will provide an increase in transit service to San Gabriel Valley residents, both in terms of quality and speed. The Project will improve access to employment centers and community facilities such as universities and hospitals.

4. Land Use Benefits

The 2016 RTP/SCS contains sustainable growth goals to prioritize development of existing urban areas over urban sprawl and provide efficient and plentiful public transit to create increased mobility, active lifestyles, increased economic opportunity and an overall higher quality of life. Given that the Project as modified would help achieve SCAG's long-term growth management, land use, and mobility goals, approving the Project will have land use benefits.

5. Climate Change and Air Quality Benefits

The Project, which will be enabled through approval of the Project Modifications, will reduce emissions of greenhouse gases (GHG) and other air pollutants by diverting vehicle trips from local freeways and arterial streets, and reducing vehicle miles traveled. The Project will support

the accomplishment of state GHG emissions-reduction policies, as set forth in AB 32 and SB 32, which set GHG emission reduction goals for 1990 levels by 2020, and 40 percent below 1990 levels by 2030 and were incorporated into the November 2017 California Air Resources Board Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target; CEQA Guidelines section 15064.4, which has been amended to require lead agencies to analyze the GHG emissions of proposed projects and focus on the project's foreseeable incremental contribution of the project's emissions to the effects of climate change; Executive Order B-55-18 (Brown, 2018) which sets a goal of statewide carbon neutrality by 2045, and Executive Order S-3-05 (Schwarzenegger, 2005), which sets a target for emissions reductions to 80% below 1990 levels by 2050.

Based on the foregoing, the Construction Authority finds that the economic, social, and environmental benefits of the proposed Project as modified outweigh the significant and unavoidable impact identified in the Final SIER and the record of proceedings. In making this finding, the Construction Authority has balanced the benefits of the Project against the unavoidable impacts and is willing to accept the adverse impact. The Construction Authority finds that each one of the foregoing benefits, independent of the other benefits, would warrant approval of the Project Modifications notwithstanding their unavoidable significant impact.

9.3 Conclusion

Based on the foregoing findings and the information contained in the record, it is hereby determined that:

- a) All significant effects on the environment due to approval of the Project Modifications have been eliminated or substantially lessened where feasible, and
- b) Any remaining significant effects of the Project on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.