

Notice of Availability

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

Evaluating Station Area Parking Modifications at San Dimas

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

Project Location: The Project includes a 12.3-mile extension of the Metro Gold Line Light Rail Transit line from its current terminus in the City of Azusa, located in Los Angeles County, to the Montclair Transcenter, located in San Bernardino County. See map of project location in Figure 1-1. In 2013, the Construction Authority certified a Final Environmental Impact Report (FEIR) and approved the Project. A detailed description of the Project is included in the FEIR and four addenda thereto adopted by the Construction Authority (State Clearinghouse No. 2010121069). In 2019, the Construction Authority certified a Final Supplemental Environmental Impact Report (SEIR 1) to the 2013 FEIR which addressed changes to the phasing of construction and operation of the Project and identified a new traffic/transportation mitigation measure. Construction of the Project is anticipated to occur in three phases as identified in SEIR 1 and on Figure 1-1. The Construction Authority certified a second Final Supplemental Environmental Impact Report (SEIR 2) in January 2021 which addressed the reduction and reconfiguration of parking facilities at five stations (Glendora, San Dimas, La Verne, Pomona, and Claremont). The Construction Authority is considering modifications to the Project as approved in the 2013 FEIR, its addenda, the 2019 SEIR (SEIR 1) and the 2021 SEIR (SEIR 2).

Project Description: The Project Modifications include relocation of the proposed parking facility at the San Dimas Station from the previously approved location to a new location south of the project right-of-way between Monte Vista Avenue and San Dimas Avenue as shown on Figure 1-2. The Project Modifications are proposed as a result of coordination conducted between the City of San Dimas and the Construction Authority. Approximately 289 parking spaces would be provided which is consistent with the number of parking spaces with the approved location in SEIR 2. No modifications are proposed for the parking facilities at the Glendora, La Verne, Pomona, Claremont, or Montclair Stations. Relocation of the San Dimas parking facility would result in associated vehicle and pedestrian access changes in the vicinity of the San Dimas Station. All parking modifications would be designed and constructed in accordance with the Metro Rail Design Criteria.

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

The proposed changes do not alter the scope of the Project as approved by the Construction Authority. The Project elements, including alignment, stations, and grade crossings, would be the same as

presented in the 2013 FEIR (with addenda, SEIR 1 and SEIR 2), with the exception of the relocated parking location in San Dimas and associated changes to vehicle and pedestrian access discussed in the Draft SEIR and shown in Figure 1-3. All other features of the Project would remain the same as described in the 2013 FEIR (with its addenda, SEIR 1 and SEIR 2).

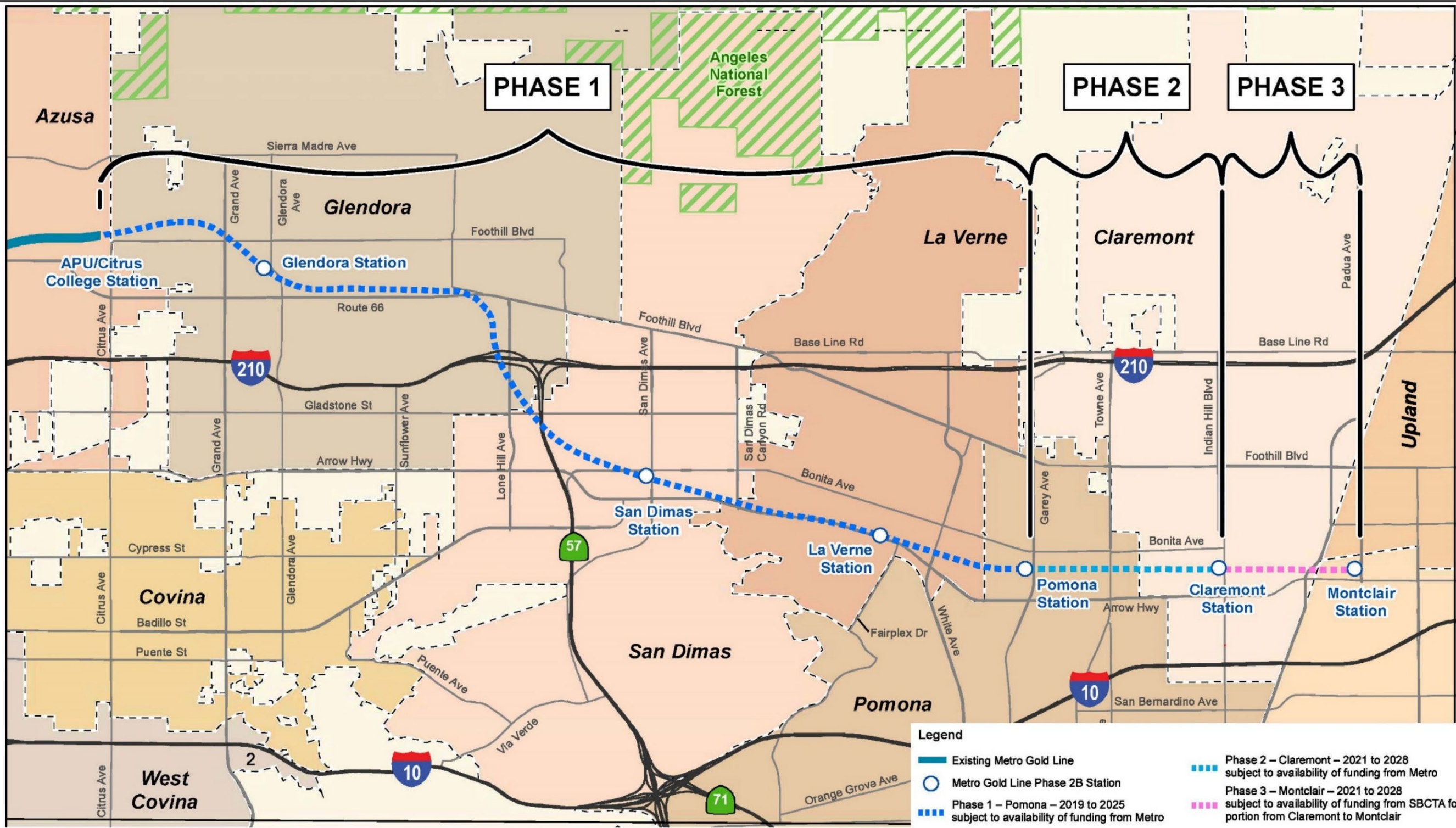
Summary of Environmental Effects: The Draft SEIR has concluded construction of the Project Modifications would not have new or more severe significant impacts or require new mitigation measures. Previously identified unmitigable impacts and overriding considerations for short-term noise impacts would remain during construction of the Project and Project Modifications. All other impacts would be no greater than those identified by the 2013 FEIR, its addenda, SIER 1 and SEIR 2. Additionally, all mitigation measures previously committed as part of the 2013 FEIR, its addenda, SEIR 1 and SEIR 2 remain in effect. Following completion of construction of the Project, the Project Modifications would not create any new or increased long-term significant environmental impacts during operation beyond those disclosed in previous environmental documents.

Public Review and Comment Period: The Draft SEIR is being made available for public review for a 45-day comment period, commencing on Friday, February 18, 2022, and concluding on Monday, April 4, 2022. Public comments on the Draft SEIR will be received during this period. The Draft SEIR, along with other project information, is available for review and download online at the Construction Authority's website at www.foothillgoldline.org. Hard copies or CD versions of the document can be made available upon written request to the Construction Authority and mailed to recipients for the cost of printing and shipping. A hard copy of the document will also be available for public review at the Construction Authority's office and can be accessed by requesting an appointment with Lisa Levy Buch at the address and e-mail below. Viewing of the document in person will only be available by pre-arranged appointment.

Please submit comments on the Draft SEIR in writing to the address or email address below by close of the comment period. All submitted comments concerning the Draft SEIR must be received **no later than 5:00 p.m. Monday, April 4, 2022.**

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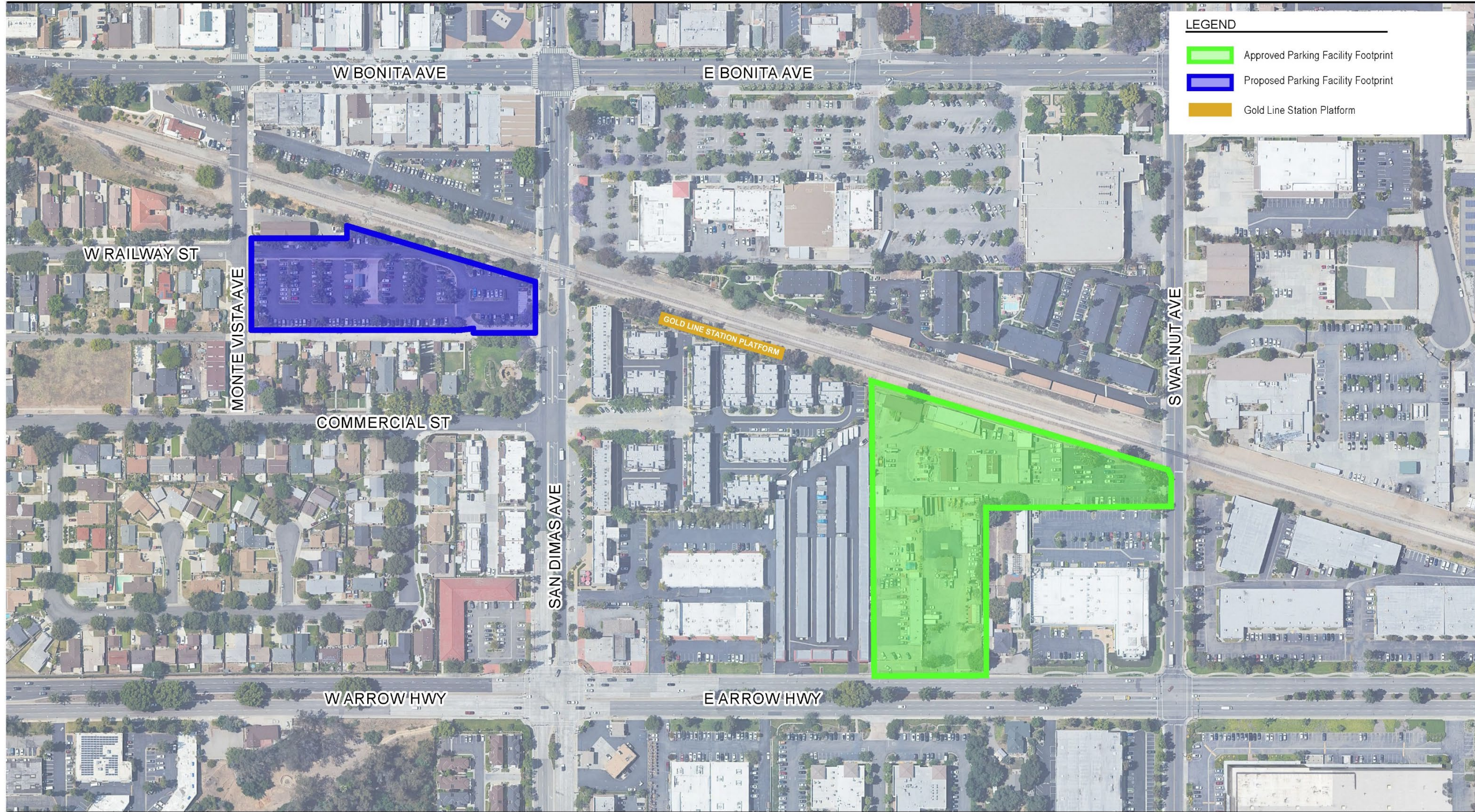
All comments received during the Draft SEIR public review period will be compiled and responded to as part of the Final SEIR. If there are any questions regarding this notice, or how to review available documents, please contact Lisa Levy Buch at (626) 305-7004 or at llevybuch@foothillgoldline.org.



Source: Jacobs 2019



Figure 1-1
Regional Vicinity Map



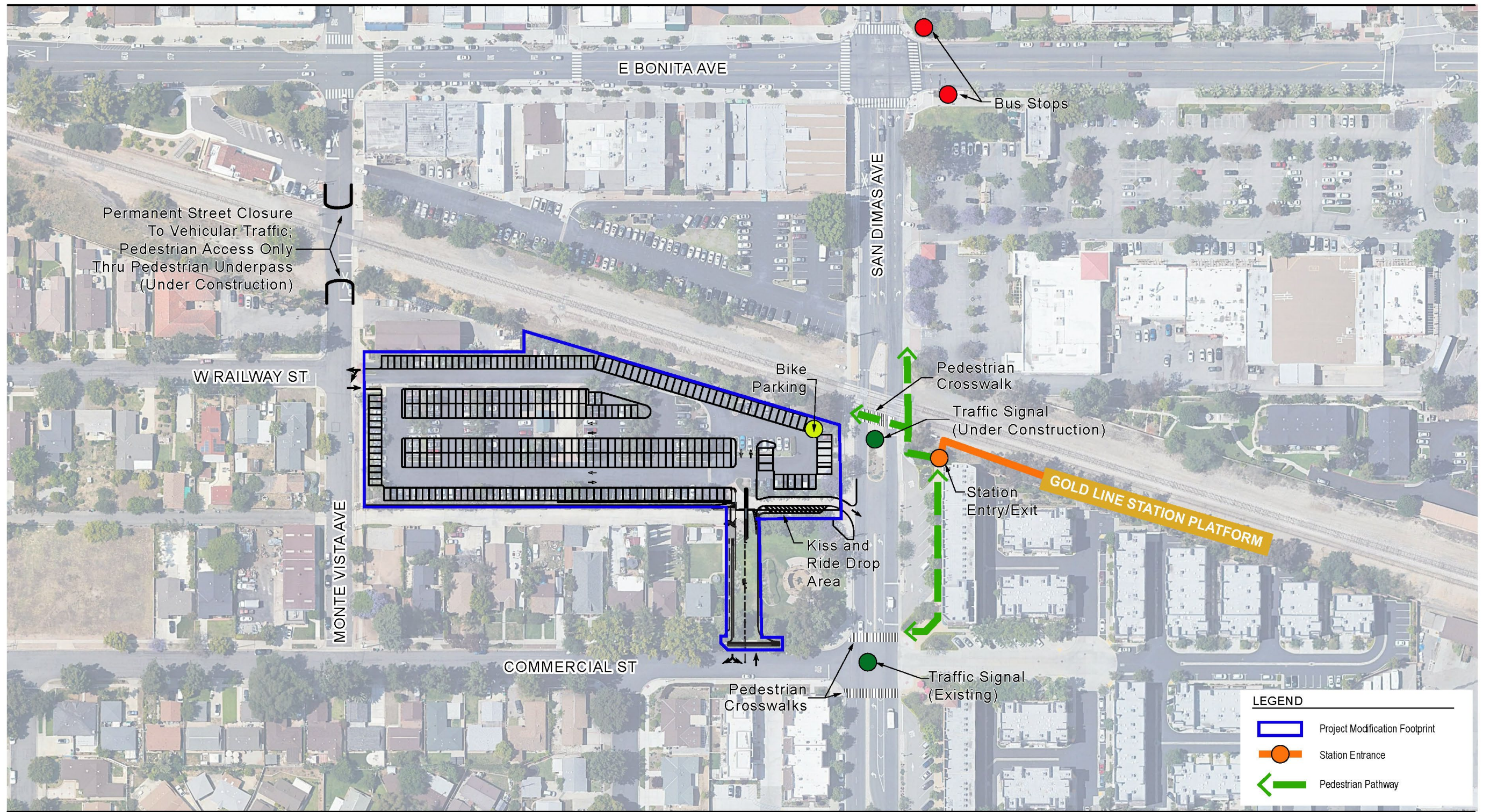
LEGEND

- Approved Parking Facility Footprint
- Proposed Parking Facility Footprint
- Gold Line Station Platform

Source: Hill International 2021



Figure 1-2
San Dimas Alternative Parking Lot Site Plan



Source: Hill International 2021



Figure 1-3
San Dimas Alternative Parking Lot Site Plan