

Construction Air Quality Impacts

Impacts to ambient air quality will occur as a result of construction activities. Fugitive dust and particulate matter, including those less than ten microns in size (PM₁₀), emissions will be generated during project excavation and filling. Construction equipment and off-site vehicles used for hauling debris and supplies will also produce emissions during the construction. The pollutants of primary concern include fugitive dust, PM₁₀, reactive organic gases, oxides of nitrogen, CO and, to a lesser extent, sulfur dioxides. Because the variables affecting construction emissions (e.g. type of construction vehicles, timing and phasing of construction activities, haul routes, etc.) cannot be determined until the project is ready for construction, no estimate of construction emissions can be undertaken. However, project construction will be conducted in accordance with all Federal, State and local regulations that govern construction activities and emissions from these vehicles. Specific mitigation measures that can be utilized will be identified in a dust control plan prepared and submitted to the South Coast Air Quality Management District prior to project construction. These mitigation measures comprise the following:

1. Stabilize construction roads and dirt piles with water and/or chemicals.
2. Limit speeds on unpaved construction roads.
3. Remove dirt spilled onto paved roads daily.
4. Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.
5. Require covering of all haul trucks.
6. Phase grading to minimize the area of disturbed soils.
7. Phase construction to minimize daily emissions.
8. Ensure proper maintenance of construction vehicles to maximize efficiency and minimize emissions.
9. Re-vegetate road medians and slopes, promptly.

While emissions from construction activities and equipment are an unavoidable consequence of project construction, an aggressive mitigation plan will serve to minimize impacts to ambient air quality and the nuisance impacts to the public in proximity to the project corridor. Other mitigation measures will include temporary drainage facilities and the use of erosion control strategies.

ADDITIONAL MITIGATION ENHANCEMENTS FOR EACH CITY

Additional measures will be implemented to visually enhance the SR 710 corridor. These enhancement measures differ from city to city, based on the desires of the community (as identified in the Urban Design Mitigation Report for the SR 710 Meridian Variation Enhancement and Mitigation Advisory Committee). The following is the mitigation suggested by the SR 710 Enhancement and Mitigation Advisory Committee accepted by Caltrans and contained in the "Proposed Decision" for the communities in the proposed 710 corridor:

(Note: The same mitigation item may be shown in more than one city as the streets with suggested mitigation pass through multiple cities.)

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ALHAMBRA

- Institute streetscape design elements on Alhambra Road, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Plant street trees in the median of Huntington Drive to replace those lost during freeway construction. Trees will be replaced to match existing trees.
- Institute streetscape design elements on Valley Boulevard (for one block east and west of the 710 corridor - that are compatible with the Valley Boulevard Streetscape Design Plan), including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Institute streetscape design elements on Commonwealth Avenue, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Institute streetscape design elements on Huntington Boulevard, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.

EL SERENO (city of Los Angeles)

- Plant freeway corridor (in the Valley Boulevard area) with a rich landscaped environment to discourage vandalism and graffiti. Include recommendations that shrubs and clinging vines be planted on both sides of the sound walls.
- Institute streetscape design elements on Commonwealth Avenue, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Provide special architectural treatment for Valley Boulevard and Huntington Drive bridges.
- Institute streetscape design elements on Huntington Drive, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Construct a cut-and-cover tunnel (length 980 feet), between Templeton and Poplar. Use of the top of the cut-and-cover tunnel will be decided according to community priorities. The three proposed alternatives for the top of the Templeton Area cut-and-cover tunnel, include:
 - (1) additional residences to visually match the existing community
 - (2) a new visually aesthetic 9 acre park for the community (much needed since the area only has one other park), or
 - (3) a mix of the visually attractive park and community-matching residential structures. Caltrans will consider extending the cut-and-cover tunnel to enhance opportunities for additional residential structures or community facilities.

- Provide landscape improvements in the Templeton Street area consisting of street trees and park landscaping. During design, consideration will be given to providing pocket parks utilizing remnant right-of-way parcels.
- Ensure that the bridge at Huntington Drive (near Sierra Vista School), is constructed so that it exhibits architectural treatment similar to other bridges in the local community.
- Institute streetscape design elements on Alhambra Road, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Plant street trees in the median of Huntington Drive to replace those lost during freeway construction. Trees will be replaced to match existing trees.
- Develop a beautiful 5 acre park adjacent to Maycrest Road.
- Depress the freeway from a point between Alhambra Avenue and Templeton Street, in El Sereno, to the south end of the cut-and-cover tunnel under Bank Street in South Pasadena, as described in the "Proposed Decision".
- Construct a cut-and-cover tunnel (length to be determined) as described in the "Proposed Decision" north of Huntington Drive in the vicinity of the Sierra Vista School and the Short Line Villa Tract Historic District.

SOUTH PASADENA

- Construct historic architectural ornamentation treatment for Columbia Street and Monterey Road bridges.
- Institute streetscape design elements on Monterey Road, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Use "historic-style" light standards to match existing community styles. Similar fixtures will be considered for the bridge designs.
- Plant street trees in the median of Huntington Drive to replace those lost during freeway construction. Trees will be replaced to match existing trees.
- Include slope treatments in the Pine Street Neighborhoods that include the use of contour grading to create a more natural appearance, generous landscaping to blend the slope with its surroundings, and the use of retaining walls to minimize slope height.
- Institute streetscape design elements on Columbia Street, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Construct a cut-and-cover tunnel (length 1160 feet) in the South Pasadena High School area that provides the opportunity for four acres of additional open space and

- recreational activity areas. Included in this proposal is a westerly alignment of Meridian Avenue that will provide for expansion of the gins' soccer field, more usable land, increased safety, better area access, and more contiguous open space in conjunction with the existing athletic field.
- Develop streetscape and urban design elements such as landscaping, ornamental street lighting and other design features. The urban design proposals will be determined by the Mission Street Specific Plan. The city of South Pasadena and Caltrans will coordinate the urban design improvements from Orange Grove Boulevard to Diamond Street.
- Construct a cut-and-cover tunnel (length 1190 feet) in the Buena Vista and Prospect Circle neighborhoods, as identified in the Historic Mitigation plans, that will allow for the relocation of historic structures including streetscape elements that reflect the existing neighborhood.
- Depress the freeway from a point between Alhambra Avenue and Templeton Street, in El Sereno, to the south end of the cut-and-cover tunnel under Bank Street in South Pasadena, as described in the "Proposed Decision".

PASADENA

- Provide special architectural treatment for Colorado Boulevard bridge.
- Use historic-style light standards to match existing community styles. Similar fixtures will be considered for the bridge designs.
- Institute streetscape design elements on Columbia Street, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Provide historic architectural treatment for Columbia Street bridge.
- Institute streetscape design elements on Colorado Boulevard (for one block east and west of the 710 corridor), including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features, that are compatible with the Old Town Master Plan and Downtown Urban Design Plan.
- Construct a cut-and-cover tunnel (length 1260 feet) in the Pasadena Avenue Historic District that will allow for expansion of the Westridge School athletic field by either relocating the tennis courts to the existing Caltrans maintenance station, or relocating the Westridge faculty parking lot to the existing Caltrans maintenance station. Additionally, the cut-and-cover tunnel will allow for more area to relocate historic structures and a "Historic park" with an interpretive center and gazebo.
- Institute streetscape design elements on Del Mar Avenue (for one block east and west of the 710 corridor), including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features, that are compatible with the Downtown Urban Design Plan.

- Construct a cut-and-cover tunnel (length 610 feet) in the Markham Place Historic District, which will restore the existing traffic circulation and enable the replacement of significant historic structures to the area.
- Preserve and protect the existing Canary Island Palms on Pasadena Avenue. Provide an eight-foot minimum parkway to provide adequate planting area for the palms.
- Institute streetscape design elements on California Boulevard, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Provide a low seat wall for Singer Park which will provide a separation from the surrounding area, without creating a visual barrier. Selected openings will be constructed in the wall to allow access and area circulation. Walls will be constructed of concrete blocks, faced with arroyo stone and clinker brick. Ficus vines, or possibly a hedge row, will be planted adjacent to the seat wall to discourage graffiti.

MONITORING OR ENFORCEMENT PROGRAM

Construction and mitigation commitments will be assured by the implementation of a SR 710 Mitigation Monitoring and Enforcement Plan. Compliance to the Plan will be monitored by the use of an independent oversight Mitigation Monitoring Team. The team will consist of Caltrans experts and local advisory members. A representative from the Caltrans Office of Environmental Planning will be on the team, which may also involve consultant specialists. A Mitigation Monitoring and Enforcement Plan will provide equal opportunity for further involvement in mitigation commitments to all affected communities.

Mitigation monitoring will be in accordance with the Caltrans Standard Program contained in Article 1-2.4 of the Environmental Handbook, Volume 1. The FHWA will continue to be involved in further review of project development and construction.

COMMENTS RECEIVED ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT

As part of the Record of Decision, five volumes of comments have been compiled and organized to reflect the type of issues and concerns which have been received on this project since the approval of the FEIS. Each volume has a summary matrix which has been incorporated as part of this ROD. Copies of the comment letters are on file and are available for review upon request. The volumes are separated as follows:

Volume I: Record of Comments Received on the Route 710 Final Environmental Impact Statement; approximately 210 comment letters were received.

Volume II: Record of Comments Received on the Route 710 Meridian Variation Enhancement and Mitigation Advisory Committee Final Report (June 1993); approximately 110 comment letters were received.

Volume III: Record of Comments Received on the Evaluation of Multi-Mode (Low Build) Plans; approximately 45 comment letters were received.