

Initial Study
Montclair Place District Specific Plan

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MAY 2019

Initial Study
Montclair Place District Specific Plan

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
ACRONYMS AND ABBREVIATIONS.....	III
1 INTRODUCTION.....	1
1.1 Overview of the Project	1
1.2 California Environmental Quality Act Compliance	1
1.3 Purpose of the Notice of Preparation and Initial Study	2
1.4 Public Review Process.....	2
2 PROJECT DESCRIPTION	3
2.1 Introduction.....	3
2.2 Project Location	4
2.3 Surrounding Land Uses.....	4
2.4 Existing Setting	5
2.5 Need for the Project	6
2.6 Objectives	7
2.7 Baseline	8
2.8 Proposed Project	13
2.9 Required Permits and Approvals	17
3 INITIAL STUDY CHECKLIST	31
3.1 Aesthetics	36
3.2 Agriculture and Forestry Resources.....	40
3.3 Air Quality	43
3.4 Biological Resources	45
3.5 Cultural Resources	52
3.6 Energy	59
3.7 Geology and Soils	60
3.8 Greenhouse Gas Emissions.....	65
3.9 Hazards and Hazardous Materials	67
3.10 Hydrology and Water Quality.....	73
3.11 Land Use and Planning	77
3.12 Mineral Resources	78
3.13 Noise	80
3.14 Population and Housing.....	83
3.15 Public Services.....	85
3.16 Recreation	87

**Initial Study
Montclair Place District Specific Plan**

TABLE OF CONTENTS (CONTINUED)

	<u>Page No.</u>
3.17 Transportation	88
3.18 Tribal Cultural Resources	93
3.19 Utilities and Service Systems.....	94
3.20 Wildfire	99
3.21 Mandatory Findings of Significance.....	101
4 REPORT PREPARERS.....	105

APPENDICES

A	California Natural Diversity Database Search Results
B	Conceptual Utility Study

FIGURES

1	Regional Map.....	19
2	City of Montclair.....	21
3	Plan Area.....	23
4	Surrounding Land Uses.....	25
5	Proposed Project	27
6	Montclair Place District Specific Plan.....	29

TABLES

1	Site Information	5
2	MPDSP Residential Buildout	16
3	MPDSP Non-Residential Buildout ¹	16
4	Operational Base Ambient Exterior Noise Levels.....	81

Initial Study

Montclair Place District Specific Plan

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CRHR	California Register of Historical Resources
DOC	California Department of Conservation
EIR	Environmental Impact Report
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GIS	geographic information system
GPA	General Plan Amendment
IEUA	Inland Empire Utilities Agency
IS	Initial Study
JPA	Joint Powers Authority
LID	Low Impact Development
LST	localized significance threshold
MND	Mitigated Negative Declaration
MPDSP	Montclair Place District Specific Plan
MVWD	Monte Vista Water District
NAHC	Native American Heritage Commission
ND	Negative Declaration
NETR	Nationwide Environmental Title Research
NMDSP	North Montclair Downtown Specific Plan
NMSP	North Montclair Specific Plan
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
OAC	Online Archive of California
ONT	Ontario International Airport
OPARC	
PM ₁₀	particulate matter with an aerodynamic diameter equal to or less than 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PRC	California Public Resources Code
RTA	Riverside Transit Agency
RWQCB	Regional Water Quality Control Board

Initial Study Montclair Place District Specific Plan

Acronym/Abbreviation	Definition
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SO ₂	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
TNC	transportation network company
U.S. EPA	Environmental Protection Agency
VCP	vitrified clay pipe
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

Initial Study

Montclair Place District Specific Plan

1 INTRODUCTION

1.1 Overview of the Project

The Montclair Place District Specific Plan (MPDSP; Proposed Project) would assign and create appropriate Specific Plan (Plan) land use zones for parcels within the Plan area and provide development standards and architectural guidelines to guide development in the MPDSP area through 2040. The Project applicant is the City of Montclair. The Proposed Project encompasses an area of approximately 104.35-acres (Plan area), the majority of which is currently occupied by the existing Montclair Place Mall (approximately 75 acres) properties. A key feature of the Plan would provide for the demolition of all or a portion of the existing Montclair Place Mall, some or all appurtenant free-standing outbuildings, and portions of the surface parking lots, to construct a pedestrian-oriented, mixed-use downtown district, with structured parking facilities through a series of planned phases. Specifically, the maximum number of dwelling units envisioned by the MPDSP is approximately 5 million square feet of residential uses (or 6,321 dwelling units) and the total additional commercial square footage envisioned by the Plan is approximately 512,000 square feet. Additionally, the Proposed Project involves the construction of a hotel with approximately 100-200 rooms. The Proposed Project would replace the existing C-3 zoning with new mixed-use zones. As such, the MPDSP would enable the future development of commercial, office, multi-family residential, hotel, and mixed-use projects within walking and biking distance of the Montclair Transcenter.

The discretionary approval required for the Proposed Project is a General Plan Amendment and zone change approval from the City of Montclair.¹

1.2 California Environmental Quality Act Compliance

The City of Montclair (City), as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (Pub. Res. Code § 21000 et seq.: “CEQA”) to determine if approval of the discretionary actions requested and subsequent development of the Proposed Plan area could have a potentially significant impact on the environment.

An Initial Study has been prepared by the City as the lead agency in accordance with the State CEQA Guidelines to evaluate potential environmental effects and to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Proposed Project. The Initial Study has also been

¹ City of Montclair Municipal Code, Chapter 11.84.

Initial Study

Montclair Place District Specific Plan

prepared to satisfy CEQA requirements of other agencies that may provide approvals and/or permits for the Proposed Project.

Considering the Proposed Project has the possibility of creating a significant impact, the preparation of an EIR is required by CEQA. Furthermore, as required by State CEQA Guidelines Section 15126.6, the City will include the consideration and discussion of Alternatives to the Proposed Project in the EIR.

1.3 Purpose of the Notice of Preparation and Initial Study

The intent of this document is to provide an overview and preliminary analysis of the environmental impacts associated with the implementation of the Proposed Project. This document is accessible to the public, in accordance with CEQA, to receive feedback and input on topics to be discussed in the EIR.

1.4 Public Review Process

Pursuant to State CEQA Guidelines Section 15105(b), the Initial Study will be available for a public comment period of no less than 30 days from May 20, 2019, to June 18, 2019. In reviewing the Initial Study, affected public agencies and the interested public should focus on the sufficiency of the document in identifying the potential impacts of the Proposed Project on the environment.

Comments may be made on the Initial Study in writing before the end of the comment period. Following the close of the public comment period, the City will consider this Initial Study and comments thereto in preparing the EIR. Written comments on the Initial Study should be sent to the following address by 5:00pm on June 18, 2019:

Mr. Michael Diaz, Planning Manager
City of Montclair
5111 Benito Street, PO Box 2308
Montclair, California 91763
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Initial Study

Montclair Place District Specific Plan

2 PROJECT DESCRIPTION

2.1 Introduction

2.1.1 Planning Background

1998 North Montclair Specific Plan

In 1998, the City of Montclair adopted the North Montclair Specific Plan in order to provide more detailed planning for the part of the City adjacent to and north of the Interstate 10 (I-10) freeway. The North Montclair Specific Plan addressed issues associated with economic vitality, design, redevelopment, compatibility, transportation, and pedestrian access on approximately 640 acres south of the northern city limit. Although the North Montclair Specific Plan provided new design concepts for the area, including pedestrian-oriented design, the City had mixed success implementing the Plan.

North Montclair Downtown Specific Plan

The North Montclair Downtown Specific Plan (NMDSP) is a subset of the North Montclair Specific Plan, adopted in 1998. The areas north of Moreno Street (across from the Plan area) are within the NMDSP area. This plan was adopted in 2006 and sets forth transit-oriented development land use regulations for the areas near the Montclair Transcenter, which is currently a stop on the Metrolink San Bernardino Line and is a planned future stop for the Metro Gold Line light rail line. The Plan area is approximately 0.5 mile south of the existing railroad tracks and is not within the NMDSP area. The NMDSP was amended in 2017 to expand the boundaries of the North Montclair Specific Plan area and introduce certain land use concepts and clarify certain standards.

Downtown Infrastructure and Streetscape Plan

The Downtown Infrastructure and Streetscape Plan recommends changes to the design of streets in the area bounded by Central Avenue, Interstate 10, Monte Vista Avenue, and Richton Street. It also recommends cross-sections for streets adjacent to Montclair Place, as well as Fremont Avenue north of Montclair Place. The Downtown Infrastructure and Streetscape Plan has not yet been formally adopted.

2.1.2 Proposed Montclair Place District Specific Plan

Based on this Initial Study (IS) Checklist/Environmental Evaluation prepared for the Proposed Project on behalf of the City, the City has determined it is appropriate to prepare an EIR for the Proposed Project. The purpose of the IS Checklist is to identify any potentially significant impacts associated with the Proposed Project, to establish the scope of the EIR that will be prepared, and

Initial Study

Montclair Place District Specific Plan

to document the forthcoming intended analysis in the EIR. This IS was prepared in conformance with Sections 15063 and 15064 of the CEQA Guidelines (14 CCR 15000 et seq.).

2.2 Project Location

The MPDSP area is located in the City of Montclair, within the western end of San Bernardino County (Figure 1, Regional Map), and approximately 36 miles east of downtown Los Angeles. The topographical area encompassing Montclair is known as the Chino Basin. The City lies in the northwest corner of the Basin. Montclair is bordered by the cities of Pomona and Claremont to the west (in Los Angeles County), Upland to the north, Upland and Ontario to the east, and Chino to the south. The San Gabriel Mountains are located to the north, the Jurupa Mountains are located to the southeast, the Chino Hills and Santa Ana Mountains are located to the southwest, and the San José Hills are located to the west. Direct regional access to Montclair is provided by the Interstate 10 (I-10) freeway. The City extends both north and south of the I-10 Freeway. The City limits are shown in Figure 2, City of Montclair. The MPDSP area is located within 10 minutes of the Claremont Colleges and Cable Airport (see Figure 2, City of Montclair).

The Plan area totals approximately 104.35 acres in size and is composed of numerous assessor parcels. The Plan area is bounded by and includes the right-of-ways of Monte Vista Avenue on the west, the I-10 Freeway on the south, and Central Avenue on the east. The northern boundary of the Plan area is the southern boundaries of the North Montclair Downtown Specific Plan (NMDSP), which occurs generally along the existing center line of Moreno Street (Figure 3, Specific Plan Areas).

Local access to the Plan area is provided via Central Avenue, Moreno Street, and Monte Vista Avenue. The area surrounding the Plan area is characterized as urban and is largely built out with a mix of commercial, retail, and residential uses. The Plan area is currently located within the City's North Montclair Specific Plan (NMSP) area.

2.3 Surrounding Land Uses

The Plan area is surrounded by mostly developed properties on all sides. Figure 4 (Plan Area and Surrounding Land Uses), depicts the land uses and businesses that surround the Plan area. To the east, across Central Avenue, are a Chase Bank, McDonald's restaurant, and the Montclair East Shopping Center, that includes retail stores such as Petco, Harbor Freight Tools, Chipotle Mexican Grill, and Ross Dress for Less. To the north across Moreno Street, land uses include retail (Target and Gold's Gym), single-family, and multi-family residential properties. To the west, across Monte Vista Avenue, land uses include single-family and multi-family residential properties, assisted living, a dialysis center, an adult development center, and Moreno Elementary School. To the south, the Plan area is bordered by the I-10 Freeway and its right-of-way.

Initial Study

Montclair Place District Specific Plan

2.4 Existing Setting

The Plan area and surrounding area is characterized as an urban, developed commercial and residential area. The Plan area and all surrounding properties have undergone disturbance previously resulting from development of the existing Mall and the commercial and residential uses that surround it. Vegetation within the Plan area is limited to ornamental landscaping associated with the existing development and several ornamental trees that currently buffer the Plan area from adjacent residential uses to the west.

Typical residential development in the area ranges from one to three stories in height. Most of the surrounding commercial structures are one story in height. Existing buildings within the Plan area range in height between approximately 30 and 75 feet. Because of the relatively low height of most development within the Plan area, long-range viewsheds are relatively unobstructed; however, the proximity of the surrounding development generally obstructs long-range views from within the Plan area. Existing light sources come from both development within the Plan area and from surrounding commercial and residential uses.

The characteristics of the Plan area, its surroundings, and its existing conditions are summarized in Table 1 (Site Information).

Table 1
Site Information

General Plan Designation	Regional Commercial
Zoning	C-3 General Commercial – North Montclair Specific Plan (NMSP)
Site Size	104.35 acres
Assessor's Parcel Number(s)	31 parcels: 1008-171-01; 1008-171-02; 1008-171-03; 1008-171-04; 1008-171-05; 1008-171-06; 1008-171-07; 1008-171-11; 1008-171-13; 1008-181-04; 1008-181-05; 1008-181-06; 1008-181-07; 1008-191-01; 1008-191-02; 1008-191-03; 1008-191-04; 1008-321-04; 1008-321-07; 1008-341-08; 1008-351-07; 1008-321-10; 1008-331-06; 1008-331-07; 1008-331-08; 1008-331-09; 1008-331-15; 1008-331-16; 1008-341-04; 1008-341-08; 1008-351-07
Present Use	Regional Mall, strip commercial development, freestanding restaurants, major furniture store, and surface parking uses
Surrounding Land Uses & Zoning	North: Commercial and Residential Uses <ul style="list-style-type: none">Corridor Residential and Town Center zones of the North Montclair Downtown Specific Plan (NMDSP)R-1 – North Montclair Specific Plan (NMSP) South: I-10 Freeway East: Commercial Uses (C-3 General Commercial - NMSP) West: Commercial, Institutional and Residential Uses – NMSP <ul style="list-style-type: none">R-1 Single-Family ResidentialR-3 Multiple Family Residential

Initial Study

Montclair Place District Specific Plan

Table 1
Site Information

	<ul style="list-style-type: none"> • C-2 Restricted Commercial
Access	Monte Vista Avenue and Central Avenue (north-south) and Moreno Street (east-west)
Ingress/Egress	Primary Access: Signalized entrance/exit at Central Avenue Secondary Access: Three signalized entrance/exits along Moreno Street; one signalized and two unsignalized entrance/exits along Monte Vista Avenue
Public Services	Water Supply: Monte Vista Water District Sewer Service: City of Montclair Solid Waste: Burrtec Waste Industries Fire Protection: Montclair Fire Department Police Protection: Montclair Police Department School District: Ontario-Montclair School District (K-8) and Chaffey Joint Union High School District (9-12)
Utilities	Gas Supply: The Gas Company Electric Supply: Southern California Edison Telephone: Verizon Cable TV: Time Warner

Source: City of Montclair, 2018.

2.5 Need for the Project

The primary goal of the MPDSP is to create a pedestrian-oriented, multi-modal, mixed-use downtown district within walking and biking distance of the Montclair Transcenter and the anticipated extension of the Foothill Gold Line that would extend light rail line service to the City of Montclair. This downtown environment will be built on an interconnected network of tree-lined streets that connect inviting parks, greens, and plazas. Its buildings will be built close to, and directly accessible from, the sidewalk. Parking will be located behind buildings or will be subterranean.

The existing General Commercial (C-3) and North Montclair Specific Plan (NMSP) zoning prohibit the development of such an environment. Residential uses and park/playground uses are not permitted. In addition, the existing C-3 and NMSP permit uses, by-right, that are inconsistent with the pedestrian-oriented, mixed-use vision for the MPDSP area. Examples of some of these incompatible uses include: auto parts sales (with installation); automobile body and fender repair shops; refrigerated lockers; and used car sales areas. Buildings accommodating these land uses are not currently present in the Plan area, and therefore, removal of these uses from the land use requirements does not result in the presence of non-conforming buildings or uses.

In addition, the C-3 development standards are not conducive to generating a pedestrian-oriented, mixed-use setting. For example, required front setbacks are 35 to 75 feet; parking is permitted between buildings and the sidewalk/street; and the maximum lot coverage is 50 percent.

Initial Study

Montclair Place District Specific Plan

As such, the MPDSP will enable the future development of commercial, multi-family residential, hotel, and mixed-use projects within walking and biking distance of the Montclair Transcenter. The MPDSP will assign and create appropriate land use zones for parcels within the Plan area and provide development standards and architectural guidelines to guide development within the MPDSP area through 2040. These standards are intended to complement the development of standards and architectural guidelines contained in those of the North Montclair Downtown Specific Plan (NMDSP), adopted in 2006 and amended in 2016.

2.6 Objectives

The primary objectives of the proposed MPDSP include the following:

- Enable phased redevelopment of the existing Montclair Place Mall and the area south of the Mall including the Ashley's Furniture site and the Entertainment Plaza area. The time frame for build-out in the Plan area is anticipated to take up to 30 years.
- Create a pedestrian-oriented, mixed-use downtown district within walking and biking distance of the Montclair Transcenter and anticipated extension of the Foothill Gold Line railway.
- Replace the existing C-3 zoning with new mixed-use zones that permit residential use in standalone and mixed-use configurations and office.
- Introduce appropriate land use zones and uses, intensity levels, and future street patterns for properties in the Plan area.
- Provide zoning that is flexible and responsive to changing market demands.
- Account for an increase in the maximum number of dwelling units and additional commercial/office square footage allowable by the Plan. The maximum amounts envisioned by the Plan are approximately 6,321 dwelling units (5 million square feet of residential uses) and a total of 512,000 additional square feet of commercial/office uses.
- Introduce form-based development, massing, and architectural standards to successfully implement the Plan.
- Reduce automobile trips by creating a mixed-use, pedestrian-oriented, multi-modal, park-once environment with access to alternative modes of transportation, including walking, biking, Metrolink, the proposed Foothill Gold Line railway extension, and curb space for transit network companies such as Uber and Lyft.

Initial Study

Montclair Place District Specific Plan

2.7 Baseline

General Description

The Plan area and surrounding area is characterized as an urban, developed commercial and residential area. The Plan area and all surrounding properties have undergone disturbance previously resulting from development of the existing Mall and the commercial and residential uses that surround it. Vegetation within the Plan area is limited to ornamental landscaping associated with the existing development and several ornamental trees that currently buffer the Plan area from adjacent residential uses to the west. Planters with ornamental trees, shrubs, and grasses are scattered sparsely throughout the numerous surface parking lots. Vacant lots are highly disturbed, graded to varying degrees, and support only minimal amounts of low-growing vegetation (mostly annual weeds).

The Plan area is served by all basic infrastructure. One groundwater recharge basin associated with the San Antonio Wash is located approximately ¼-mile west of the Plan area. There is another basin located to the north of this basin across Moreno Street, and two just south of this basin on either side of the I-10 freeway. All four basins are mapped as freshwater ponds by the U.S. Fish and Wildlife Service National Wetland Inventory. They are also mapped as being diked/impounded or excavated, indicating that the ponds are substantially modified and/or created by artificial means (USFWS 2018). These basins are surrounded by urban development.

Typical residential development in the Plan area ranges in height from one to three stories. Most of the surrounding commercial structures are one story in height. Most existing buildings or structures in the Plan area range in height between approximately 30 and 75 feet. Because of the relatively low height of most development within the Plan area, long-range viewsheds are relatively unobstructed; however, the proximity of the surrounding development generally obstructs long-range views.

Population and Housing Trends

The estimated population for the City as of September 2017, according to the Department of Finance, was 37,799 residents (City of Montclair 2018). According to the U.S. Census, the City experienced a 10.9 percent population increase between 2000 and 2010; and a 1.8 percent increase between 2010 and 2013. Forecasts show a gradual population growth rate over the next 20 years with an estimated population of 43,900 in 2035 (City of Montclair 2018).

The current residential population in the Plan area is zero.

Initial Study

Montclair Place District Specific Plan

Commercial Development

Commercial land uses continue to dominate the Plan area. The existing, freestanding mix of commercial uses in the southern portion of the Plan area include various restaurant uses, an LA Fitness Center, an Ashely Furniture store, and an optometrist's office. Montclair Place (formerly known as Montclair Plaza), a major regional mall, largely dominates the remaining planning area. There is a Unitarian Universalist Church and small commercial strip center in the northwest portion of the Plan area. Based on reviews of aerial photographs, the current pattern of commercial development in the NMDSP area (located just north of the MPDSP area) consists predominately of standalone large structures surrounded wholly or in part by paved surface parking.

Transportation and Transit

Major streets surrounding the Plan area include Central Avenue, Moreno Street, and Monte Vista Avenue. The MPDSP area is within ten miles of various regional destinations and transportation links, such as Ontario Airport, Cable Airport, and the Interstate 15 (I-15) and Interstate 210 (I-210) freeways. The I-10 Freeway and Metrolink's San Bernardino commuter rail line provide direct regional access to the City. The I-10 Freeway is an eight-lane grade-separated facility that is the most significant regional transportation facility serving the City.

The City is planned as the eastern terminus of the Foothill Gold Line railway extension to the Montclair Transcenter (although there has been some discussion of extending further east to Ontario International Airport), which will link Montclair with the foothill communities of the San Gabriel Valley and the City of Los Angeles. The construction of the Foothill Gold Line railway extension is subject to the jurisdiction of the Metro Gold Line Foothill Extension Construction Authority. Upon completion, the lines will be operated by, and will be under the jurisdiction of, the Los Angeles Metropolitan Transportation Authority.

Phase 2B of the Foothill Gold Line rail service is proposed for construction from Azusa to the Montclair Transcenter (located approximately 0.5 mile north of the Plan area). Pursuant to Assembly Bill 2574, the Montclair Transcenter is the designated terminus for the Foothill Gold Line extension from Pasadena to Montclair. Planning for the Foothill Gold Line Phase 2B (Azusa to Montclair) began in 2003, and significant work has been completed for the segment. The Final EIR for the project was certified by the Construction Authority board in March 2013, and advanced engineering and environmental consulting work began in 2014. In March 2016, Addendum No. 3 to the Final EIR was approved, allowing for phased construction of the project if deemed necessary – Glendora to Montclair and then Claremont to Montclair. Starting in 2014, the project began advanced conceptual engineering. The draft advanced conceptual engineering documents were completed in September 2016 and distributed to cities and other partner agencies for review and comment. Once

Initial Study

Montclair Place District Specific Plan

complete, the advanced conceptual engineering will be made part of the design-build procurement (Foothill Gold Line 2018).

Completion of the Glendora to Montclair segment broke ground in December 2017. The first few years of the project is being used to relocate and protect strategic utilities, conduct other pre-construction activities, hire the design-build team, and finalize design. Major construction is anticipated to begin in early 2020, with substantial completion anticipated in early 2026 (Foothill Gold Line 2018).

The Montclair Transcenter is an intermodal transit center located between Central and Monte Vista Avenues on Richton Street. Omnitrans, Foothill Transit, and the Riverside Transit Agency (RTA) all provide bus service from the Transcenter, with Foothill Transit and RTA providing express service and Foothill Transit and Omnitrans providing local service. Commuters also use the Montclair Transcenter as a park and ride facility.

The Montclair Transcenter is also a station on the Metrolink San Bernardino Line. The station serves as the dividing line between Foothill Transit's service area and Omnitrans' service area. Omnitrans buses run to the east, while Foothill Transit buses run to the west. The Montclair Transcenter is the largest such facility between Union Station in the City of Los Angeles and San Bernardino Station in the City of San Bernardino.

Parking

The Plan Area provides a total of 6,595 parking spaces as follows:

- The Mall property currently provides for approximately 5,788 parking spaces. Of these spaces, 4,802 are provided in the surface parking lots surrounding the Mall. Additionally, there is a two-level parking structure fronting Moreno Street that provides 986 parking spaces.
- The group of properties to the south of the Mall property provide approximately 695 parking spaces.
- The Monte Vista Unitarian Universalist Congregation Church property provides approximately 44 parking spaces.
- The mini-mall property at the southeast corner of Monte Vista Avenue and Moreno Street provides approximately 38 parking spaces.

Initial Study Montclair Place District Specific Plan

Utilities

The Plan area is currently served with all necessary utilities. Utilities may not be extended to each parcel, but utilities are available in developed roadway right-of-ways. The following provides specific information about each type of utility:

- **Stormwater Conveyance and Detention.** Stormwater in the Plan area is conveyed through city-owned infrastructure connected to the Chino Basin Water Conservation District and San Bernardino County Flood Control District storm drains. Stormwater in the Plan area is conveyed to a groundwater recharge basin associated with the San Antonio Wash located approximately ¼-mile west Plan area.
- **Electrical Power.** Power is provided by Southern California Edison.
- **Water Supply.** Water is supplied by the Monte Vista Water District.
- **Sanitary Sewer Service.** The City's domestic wastewater is conveyed via City-owned and maintained infrastructure to treatment facilities owned and maintained by the Inland Empire Utilities Agency (IEUA). The wastewater is disposed of at one of two locations. Most of the sewage flows to the Carbon Canyon Wastewater Reclamation Facility in Chino, while a small amount flows to the Regional Plant No. 1 in south Ontario.

Government Services

The Plan area is currently served with all the standard government services such as fire, police, school, and the public library operated by the San Bernardino County Library System, located at 9955 Fremont Avenue.

- **Fire Services.** Fire Station No. 1 is currently situated just north of the Plan area at the southeast corner of Monte Vista Avenue and Arrow Highway. A second fire station (Fire Station No. 2) is located in the southern portion of the City, near the intersection of Monte Vista Avenue and Mission Boulevard. Fire Station No. 1 is currently outfitted with a three-person paramedic engine, Type 1 engine pumper, and one quint (engine) with a 100-foot ladder. On a 24-hour basis, the Plan area is served by 21 firefighters, one chief officer, and one fire investigator.
- **Police Services.** Police protection services in the City are provided by the Montclair Police Department, located at 4870 Arrow Highway, on the northwest corner of Arrow Highway and Monte Vista Avenue. The Montclair Police Department employs approximately 53 sworn officers. Typically, the station is staffed with at least four patrol officers per shift.

Initial Study

Montclair Place District Specific Plan

- **Schools.** Currently no schools are located in the Plan area. However, the Plan area is served by Moreno Elementary School and Serrano Middle School. Moreno Elementary School is located on Moreno Street, and Serrano Middle School is located on San José Street, both of which are located west of the Plan area. Montclair High School serves the entire City and is located on Benito Street, approximately one mile south of the Plan area.
- **Library.** The Montclair Branch of the San Bernardino County Library system is located at 9955 Fremont Avenue in the Montclair Civic Center, approximately 1.1 miles south of the Plan area. The Montclair Library is one of the largest facilities in the regional library system, encompassing 20,200 square feet and 59,100 volumes. The library serves approximately 14,000 patrons per month.

Airports

The City is located within the Airport Influence Area (AIA) of the Ontario International Airport (ONT) Airport Land Use Compatibility Plan (ALUCP). The ONT ALUCP establishes a set of procedural and compatibility policies that set limits on future land uses and development within the Ontario International Airport AIA in order to address noise, safety, airspace protection, and overflight impacts of current and future airport activity within the AIA (City of Ontario 2011).

The City is also located within the AIA of the Cable ALUCP. The Cable ALUCP establishes a set of procedural and compatibility policies that set limits on future land uses and development within the Cable Airport AIA in order to address noise, safety, airspace protection, and overflight impacts of current and future airport activity within the AIA (ALUC 1981).

General Plan and Zoning

The City's General Plan (General Plan) was adopted in 1999, though the General Plan Housing Element has been subsequently updated. The General Plan is currently being updated. The Plan area is located within the Regional Commercial land use designation and is within Sub-area 1 of the General Plan study area. The total area classified as Regional Commercial within the City, including the Mall property, totals approximately 125 acres. The General Plan characterizes the Montclair Plaza (Place) Mall as a major regional shopping center that provides for the sale of general merchandise, apparel, furniture, and home furnishings, along with support services. The Montclair Plaza (Place) Mall and surrounding commercial areas are intended to draw shoppers from a relatively large regional market area. As a regional shopping center located in close proximity to a variety of urban areas, the mall attracts shoppers from Los Angeles, San Bernardino, Orange, and Riverside counties. The General Plan notes that the major expansion to the mall in 1985 and the subsequent addition of other promotional centers around the mall since that time have helped maintain the strength of the retail sector of the local economy (City of Montclair 1999).

Initial Study

Montclair Place District Specific Plan

The 1998 North Montclair Specific Plan (the NMSP) is the guiding zoning document for the Plan area and surrounding areas south of Moreno Street. According to the NMSP, the Plan area is designated in the Montclair Zoning and Development Code (the Zoning Code) as General Commercial and is zoned C-3 (City of Montclair 1998). The C-3 General Commercial Zone is the designation intended for general business uses in the City of Montclair. The uses that would be located within the Plan area (such as retail stores, restaurants/cafes, and theaters) are all permitted or conditionally permitted uses within the C-3 zone. These uses would be consistent with those allowed in the C-3 zone and would also be consistent with the Regional Commercial General Plan designation. However, the proposed residential uses under the Plan would not be consistent with the current designation. Thus, a General Plan Amendment would be required.

The NMSP sets forth applicable development criteria and standards for the Plan area, including a maximum building height of 75 feet. The Plan area is also subject to the provisions of the Zoning Code that are not replaced or modified by the NMSP (City of Montclair 1998). .

The areas north of Moreno Street (across from the Plan area) are located within the North Montclair Downtown Specific Plan (NMDSP) area. This plan was adopted in 2006 and sets forth transit-oriented development land use regulations for the areas near the Montclair Transcenter, which is currently a stop on the Metrolink San Bernardino Line and is a planned future stop for the Foothill Gold Line rail line. The Plan area is approximately 0.5 mile south of the existing railroad tracks and is not within the NMDSP area.

2.8 Proposed Project

The MPDSP would guide land uses for the approximately 104.35-acre Plan area and allow development within this Plan area as defined in the MPDSP. The key project components of the MPDSP include the following:

New Form-Based Zoning

The MPDSP creates a policy framework for transforming the Plan area into a pedestrian-oriented, multi-modal, mixed-use downtown district within walking and biking distance of the Montclair Transcenter and the anticipated extension of the Foothill Gold Line railway (Figure 5, Proposed Project). Key components of the proposed Plan includes:

- **The Plan.** This chapter describes the vision for the overall plan, as well as for each of the Plan area's subareas. The document is illustrated with plans, perspective renderings, and precedent images.

Initial Study

Montclair Place District Specific Plan

- **Infrastructure.** This chapter describes recommended transportation improvements to the Plan area and its vicinity. It includes a street network plan and associated cross sections; a bicycle and pedestrian connectivity plan to nearby transit (the Transcenter and adjacent bus lines), nearby schools and parks; the parking approach – including on-street and in park-once structures – and parking management strategies; and descriptions of various multi-modal components and strategies, including bicycle and scooter amenities and parking and transportation network company (TNC) curb space for Uber and Lyft. The MPDSP introduces new street standards derived from the North Montclair Specific Plan (NMSP). This chapter also describes the proposed distribution, location, and extent of the utilities infrastructure (water, sewer, storm water, power, telephone, and cable), solid waste disposal, and other essential facilities needed to the proposed development within the Plan area.
- **Open Space and Landscape.** This chapter describes the various components of the public realm, including streetscape improvements and proposed open spaces. It also includes standards for streetscape, landscape, hardscape, and public art that occurs within public streets and public parks, plazas, and greens.
- **Development Code.** This chapter is a form-based code that enables a varied mix of uses, including residential, office, service, retail, civic, institutional, and appropriate light industrial and research and development (R&D) uses, and provides development standards (building height, setbacks, frontage requirements, on-site open space, parking placement and standards) and building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.). This chapter also provides subdivision and block size requirements and standards for streetscape, landscape, hardscape, and public art that occurs within public streets and publicly accessible parks, plazas, and greens. The Development Code will replace the underlying zoning with four new zones. These zones are depicted in Figure 6, MPDSP Zones).
 - **Urban Core (T6).** The Urban Core zone introduces urban, mixed-use buildings between 55 and 240 feet in height in the area primarily occupied by the existing Montclair Place Mall building. Buildings are located at the back of sidewalks and are accessed from the sidewalk. Parking is either behind buildings or subterranean.
 - **Urban Center (T5).** The Urban Center zone introduces urban, mixed-use buildings up to 90 feet in height and located at or near the sidewalk. Primary building access is from the sidewalk and parking is either behind buildings or subterranean. Buildings with retail ground floors are located at the back of sidewalks, while buildings with residential ground floors are set back with small front yards.

Initial Study

Montclair Place District Specific Plan

- **Neighborhood West (T4A).** The Neighborhood West zone applies to parcels along the western portion of the Plan area adjacent to Monte Vista Avenue. Buildings up to 55 feet in height accommodate a mix of residential and commercial uses. Buildings with retail ground floor uses are located at or near the sidewalk, while buildings with residential ground floors are located behind small front yards. To encourage pedestrian activity, all buildings are accessed directly from the sidewalk through appropriate frontage types or through lobbies.
- **Southwest District (T4B).** The Southwest District zone applies to the southern portion of the Plan area. Buildings up to 55 feet in height accommodate office, research and development (R & D), and other commercial uses. While residential uses are allowed in this district, they are generally discouraged due to the proximity of the freeway, which can have negative effects on residents in terms of air quality and noise. Buildings with retail ground floor uses are located at or near the sidewalk, while buildings with residential ground floors are set back behind small front yards. To encourage pedestrian activity, all buildings are accessed directly from the sidewalk through appropriate frontage types or through lobbies.
- **Implementation.** This chapter discusses the key economic goals, policies, and actions for implementation of the MPDSP, the subdivision of property, any necessary on-site street, park, and infrastructure improvements, and a description of strategies for funding these improvements. It also discusses strategies for funding public art and provides a framework for transferring development rights from one zone to another in response to market conditions.

Development Potential

Implementation of the MPDSP would alter the development potential for the planning area when compared to the existing condition. The development potential refers to the ultimate development scenario, including dwelling units and commercial space, proposed at the culmination of the MPDSP timeframe. This scenario is expressed in the text, illustrations, and phasing diagrams of the MPDSP.

Table 2 (MPDSP Residential Buildout) and Table 3 (MPDSP Non-Residential Buildout) compares the development potential of the MPDSP with the existing condition. Table 2 shows the anticipated base development potential, as well as the maximum development potential, inclusive of a 15% affordable and senior housing density bonus.

Initial Study Montclair Place District Specific Plan

**Table 2
MPDSP Residential Buildout**

Land Use	Total Buildout				Proposed Change
	Existing Total	Proposed Base ¹	Proposed 15% Density Bonus	Proposed Total	
Dwelling Units					
Single-Family (du)	0	0	0	0	0
Multi-Family (du)	0	5,496	825	6,321	6,321
Condominium	0	1,099	165	1,264	1,264
Apartment	0	4,397	660	5,057	5,057
Total Dwelling Units (du)	0	5,496	825	6,321	6,321

¹ Base residential buildout derived by multiplying the total net area within each zone by 130.4 du/acre for the Urban Core Zone, 87.0 du/acre for the Urban Center Zone, 52.2 du/acre for the Neighborhood West Zone, and 55.6 du/acre for the Southwest District Zone.. Residential buildout calculations do not include private right-of-ways or public open spaces.

As shown in Table 2, the development potential allowed under the MPDSP would provide for an additional 6,321 dwelling units in the MPDSP area (assuming the full 15% affordable/senior housing density bonus is applied).

**Table 3
MPDSP Non-Residential Buildout¹**

Land Use	Existing Total	Zone				Total Non-Residential Buildout	Change
		Neighborhood West	Southwest District	Urban Center	Urban Core	Proposed Total	
Montclair Place	1,289,845	156,212	0	858,909	862,960	1,878,081	588,236
Out Parcels	256,428	0	180,827	0	0	180,827	-75,601
Non-Residential (sf)	1,546,273	156,212	180,827	858,909	862,960	2,058,908	512,635

¹ Nonresidential Build-out includes, office, retail, and service uses. Non-residential buildout derived by multiplying the total net area within each applicable zone by a floor area ratio (FAR) of 1.25 for the Urban Core Zone, 0.66 for the Urban Center Zone, 0.50 for the Neighborhood West Zone, and 0.49 for the Southwest District Zone. Non-residential buildout calculations do not include private rights-of-way or public open spaces.

As shown in Table 3, the development potential allowed under the MPDSP would provide for an additional 512,635 square feet of non-residential space in the MPDSP area.

Initial Study

Montclair Place District Specific Plan

2.9 Required Permits and Approvals

The City of Montclair is expected to use the EIR in its decision-making relative to the MPDSP. The required discretionary approvals that sought by the City of Montclair include the following:

1. A General Plan Amendment (GPA) to reflect the new land uses permitted within the MPDSP area. This area would be re-designated in the General Plan from Regional Commercial to Planned Development.
2. A zone change in the official City of Montclair Zoning Map and other exhibits to reflect the new zoning for the MPDSP.

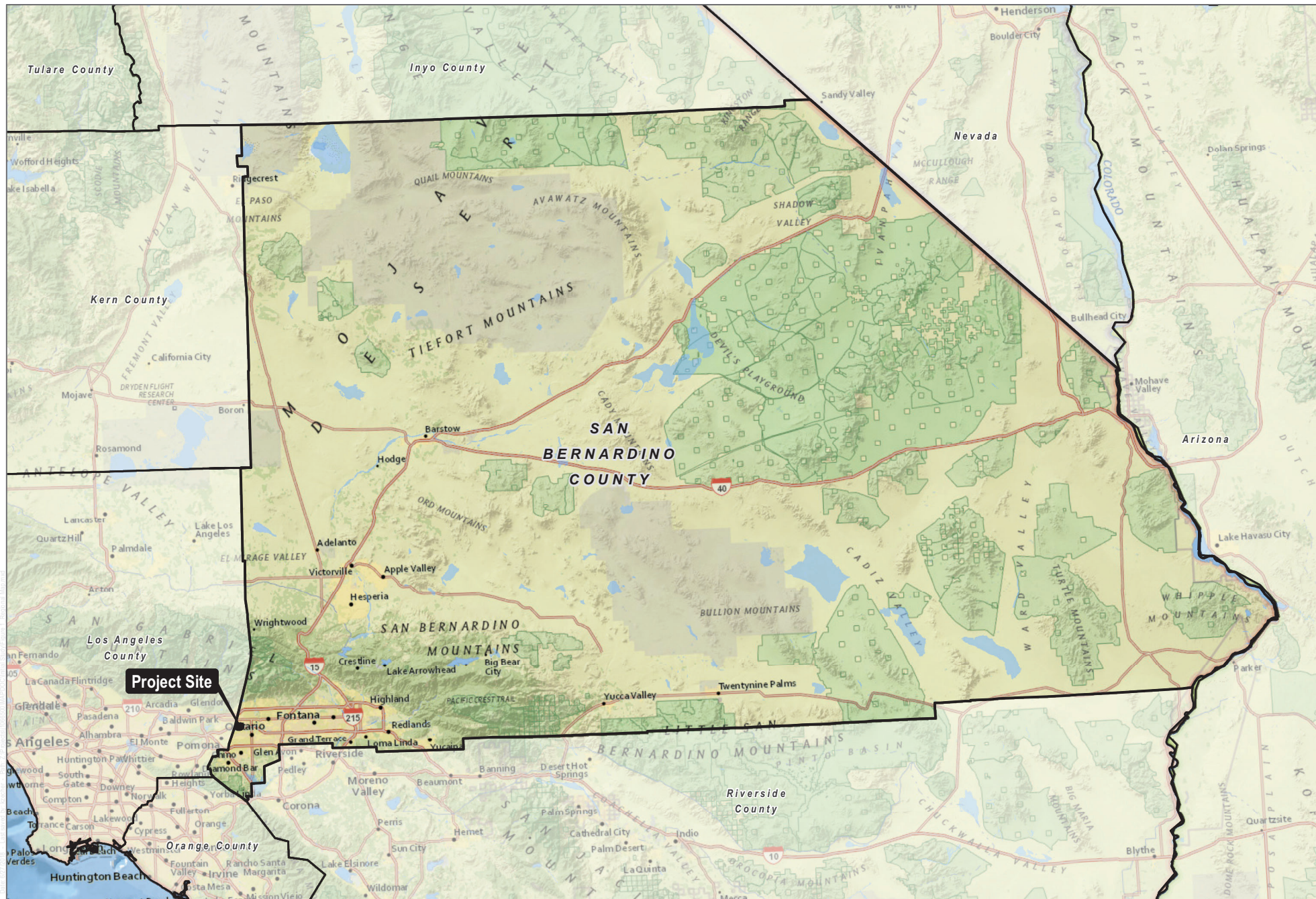
Other regulatory agencies that may also require permits or other approvals for the Proposed Project include:

- Airport Land Use Commission review for Cable Airport and Ontario International Airport;
- Native American Heritage Commission and affiliated Tribes for the Assembly Bill 52 consultation process;
- California Native American tribes for the Senate Bill 18 consultation process; and
- Monte Vista Water District approval for the Water Supply Assessment (WSA).

Initial Study Montclair Place District Specific Plan

References

- Airport Land Use Commission. Cable Airport Comprehensive Airport Land Use Plan. Adopted December 9, 1981.
- City of Montclair. 1998. *North Montclair Specific Plan*. Prepared by Urban Design Studio and LSA Associates, Inc. Adopted January 5, 1998.
- City of Montclair. 2006. *North Montclair Downtown Specific Plan*. Prepared by Moule & Polyzoides Architects and Urbanists, Adopted May 5, 2006.
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- City of Montclair. 2018. "City of Montclair- City Demographic Profile." Accessed June 25, 2018.
- City of Ontario. 2011. *Ontario International Airport Land Use Compatibility Plan*. Prepared by Mead and Hunt, Inc. Adopted April 19, 2011. Accessed February 11, 2015. <http://www.ontarioplan.org/index.cfm/33710>.
- Foothill Gold Line. 2018. "Construction Phases, Glendora to Montclair, Overview." Accessed June 25, 2018. https://foothillgoldline.org/construction_phases/glendora_to_montclair/.
- Stantec. 2015. *Montclair Plaza Expansion/Enhancement Project Traffic Study*. Prepared for Dudek. February 4, 2015.
- USFWS (United States Fish and Wildlife Service). 2018. National Wetlands Inventory, *Wetlands Mapper*, Search by Address. Accessed June 25, 2018. <http://www.fws.gov/wetlands/Data/Mapper.html>.



SOURCE: ESRI 2018

DUDEK



0 65,000 130,000 Feet

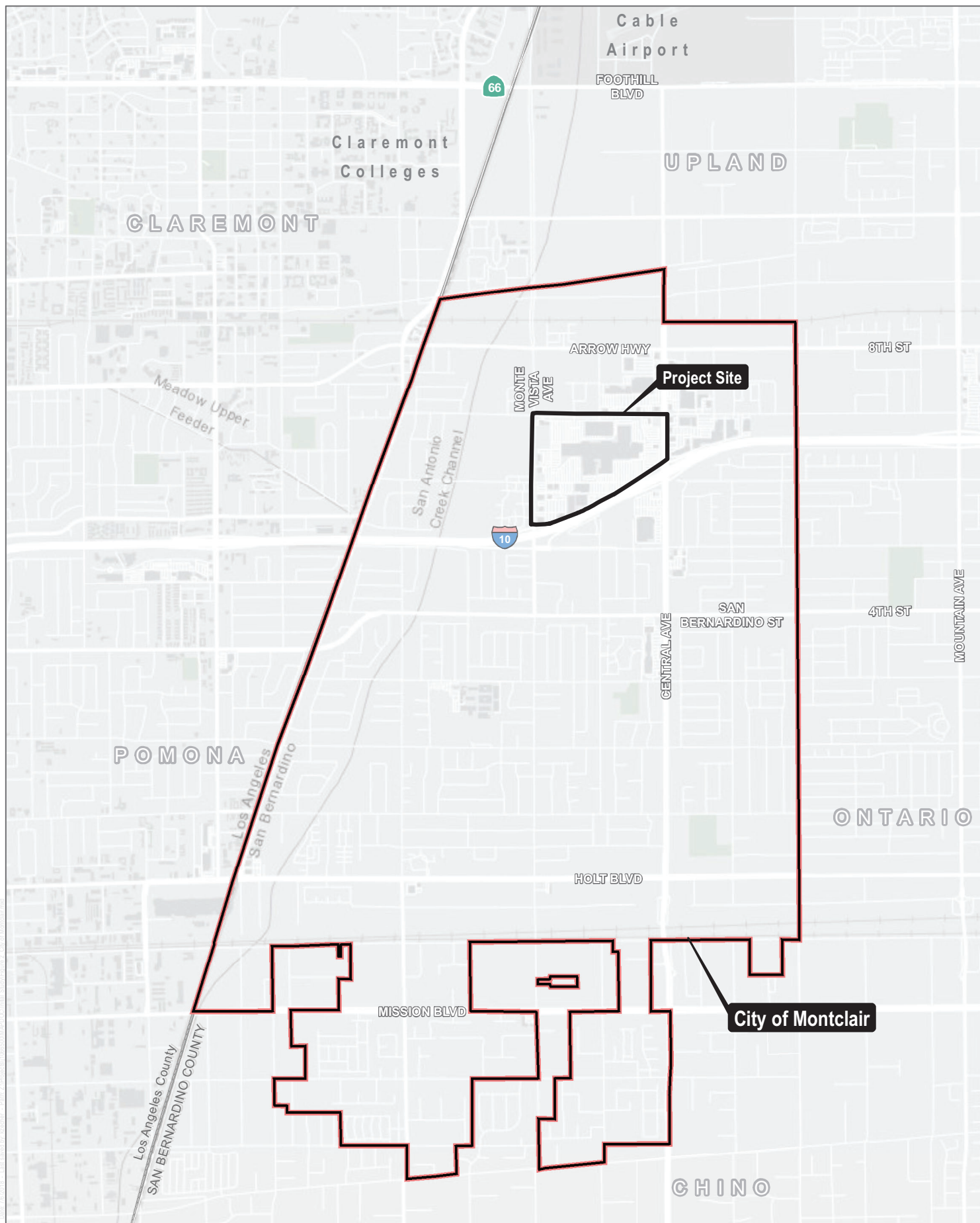
FIGURE 1

Regional Map

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SOURCE: ESRI 2018

FIGURE 2

City of Montclair

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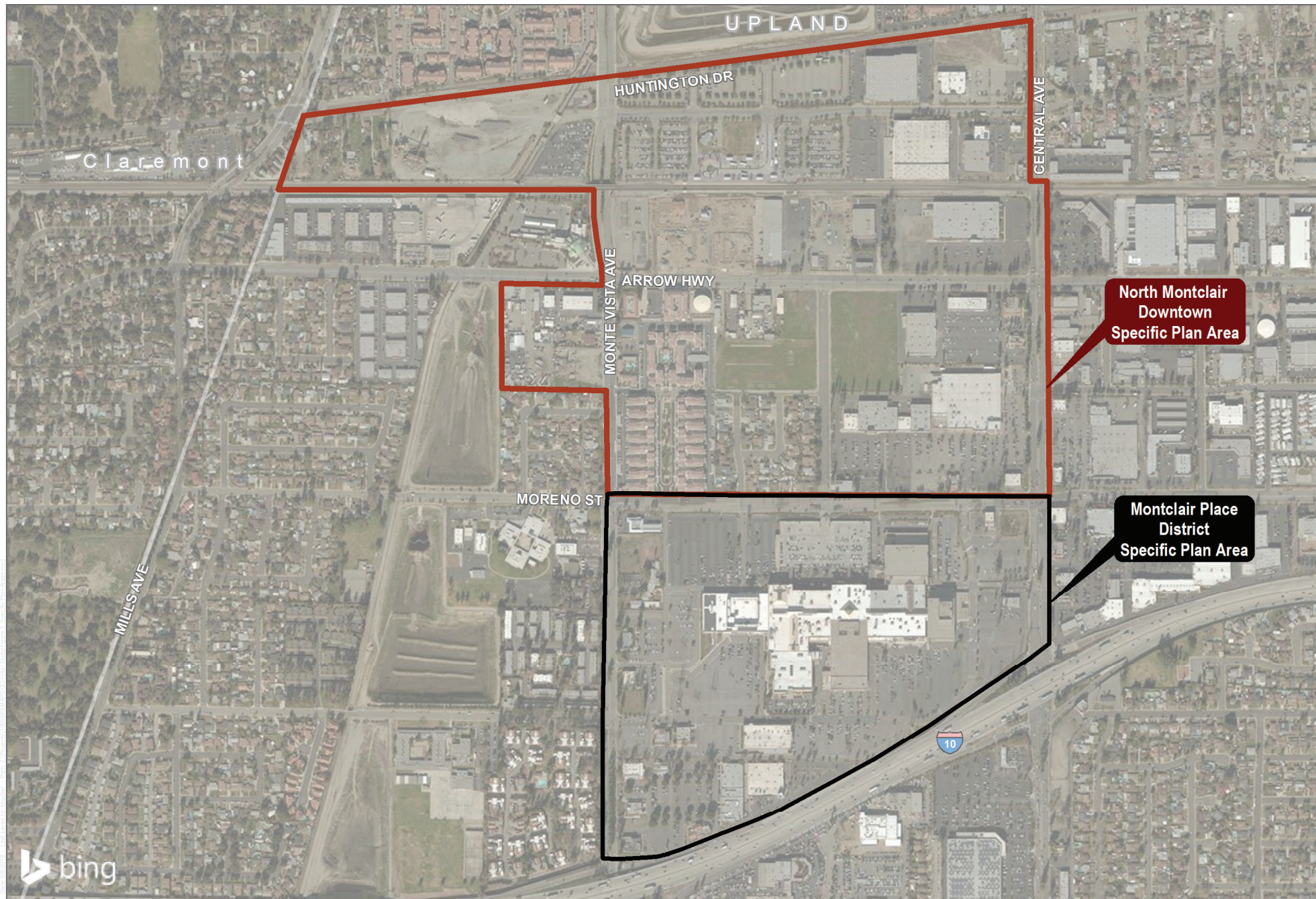


FIGURE 3

Specific Plan Areas

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Montclair Place District Specific Plan

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FIGURE 4

Plan Area and Surrounding Land Uses

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Montclair Place District Specific Plan

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SOURCE: Moule & Polyzoids 2019

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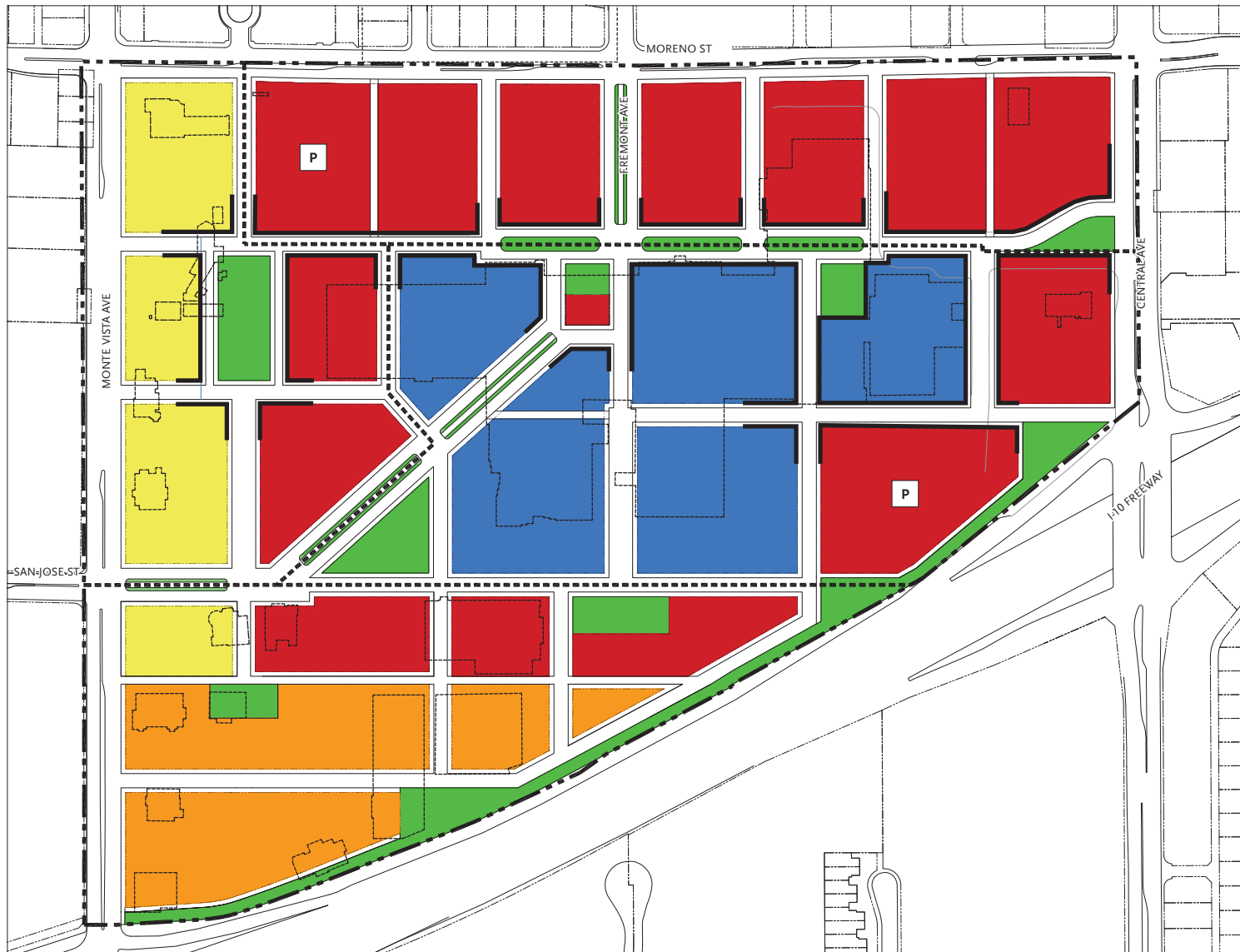
FIGURE 5

Proposed Project

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- ■ ■ ■ Specific Plan Boundary
- Neighborhood West (T4A)
- Southwest District (T4B)
- Urban Center (T5)
- Urban Core (T6)
- Shopfront Overlay (SO)—
- Open Space (OS)
- Preferred Parking Garage Location
- ■ ■ ■ Implementation Area Boundary
- Existing Buildings within Plan Area

SOURCE: Moule & Polyzoids 2019

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FIGURE 6
Montclair Place District Specific Plan
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3 INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the State CEQA Guidelines (2019) to determine if the Proposed Project may have a significant effect on the environment.

1. Project title:

Montclair Place District Specific Plan

2. Lead agency name and address:

City of Montclair
5111 Benito Street
Montclair, CA 91763

3. Contact person and phone number:

Michael Diaz, Planning Manager; 909.625.9432

4. Project location:

An approximately 104.3-acre area bounded by Moreno Street to the north, Central Avenue to the east, Monte Vista Avenue to the west, the Interstate 10 (I-10) freeway to the south. The Plan area includes the entire land area of the existing Montclair Place regional mall.

5. Project sponsor's name and address:

City of Montclair
5111 Benito Street
Montclair, CA 91763

6. General plan designation:

Regional Commercial

7. Zoning (Current):

C-3 General Commercial – North Montclair Specific Plan

Initial Study Montclair Place District Specific Plan

8. Description of project:

See Section 2.0 above.

9. Surrounding land uses and setting:

See Section 2.0 above.

10. Other public agencies whose approval is required:

- Airport Land Use Commission
- Native American Heritage Commission
- Monte Vista Water District

Initial Study Montclair Place District Specific Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Initial Study Montclair Place District Specific Plan

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the Proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature

Date

Initial Study Montclair Place District Specific Plan

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or

Initial Study

Montclair Place District Specific Plan

refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

a) Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The viewshed experienced from public areas in the vicinity of the Plan area is dominated by views of commercial and residential development. However, key visual resources that can be seen looking north from the Plan area include portions of the San Bernardino Mountains. Construction of the Proposed Project would introduce the use of heavy machinery such as large trucks, cranes, bulldozers, and other equipment needed for construction activities. Large construction equipment could be visible from surrounding areas and by motorists traveling along the I-10 Freeway looking toward the Plan area. Construction activities would also require the presence of construction workers and vehicles on the Plan area; however, activities would not be permanent.

Development of the Proposed Project could substantially change the existing visual character of the site. Thus, the Proposed Project could impact the distant views of the San Bernardino Mountains as experienced by off-site viewers. Therefore, impacts under the Proposed Project are **potentially significant** and will be examined further in the EIR.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially designated state scenic highways, as identified by the California Scenic Highway Program (Caltrans 2011). Additionally, the City contains no scenic highway corridors (City of Montclair 1999). Therefore, the Proposed Project would not damage scenic resources within a state scenic highway. Additionally, the Plan area is already fully developed with the existing mall and other commercial uses, as well as parking lots. Thus, there are no rock outcroppings or other scenic resources on the Plan area. Although the Proposed Project would remove some of the existing trees from the Plan area, those trees are ornamental in nature and would be replaced as part of the landscaping improvement proposed by the project.

The Montclair Plaza was originally constructed in 1968. While small portions of the original shopping center are still intact, the addition of numerous retail stores inside the mall (including the addition of a second story), and new adjoining department stores have greatly changed the look and feel of the Montclair Plaza from its original 1968 design. For this reason, the mall no longer retains requisite integrity and does not appear eligible under California Register of Historical Resources (CRHR) Criterion 3 for architectural associations (see Section 3.5 Cultural Resources).

Initial Study

Montclair Place District Specific Plan

Further, there is no evidence to warrant consideration under CRHR Criterion 4. Consequently, the Montclair Plaza does not appear eligible under any of the City of Montclair's landmark designation criteria and is not considered a historical resource under CEQA. Accordingly, **no impact** would occur under the Proposed Project, and this issue will not be further analyzed in the EIR.

- c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Potentially Significant Impact. The Plan area and surrounding area is characterized as an urban, developed commercial and residential area. Because the Proposed Project introduces new uses to the Plan area, implementation could conflict with applicable zoning and other regulations governing scenic quality. New construction would be visible from the I-10 Freeway and to viewers from local roads and nearby residential and commercial uses. In addition, the Proposed Project could possibly degrade the view for residents near the Plan area. Impacts are **potentially significant** and will be examined further in the EIR.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact With Mitigation Incorporated. Currently there are numerous sources of nighttime lighting on the Plan area and in the surrounding areas, including nighttime lighting from the existing Montclair East Shopping Center, located east of the Plan area; nighttime lighting from retail, single-family and multi-family residential properties north of the Plan area; nighttime lighting from single-family and multi-family residential properties, retail uses, the Unitarian Universalist Congregation and International Montessori School, and Moreno Elementary School west of the Plan area; and the I-10 Freeway and commercial uses south of the Plan area.

Project construction could introduce light and glare during short-term construction activities. However, Proposed Project construction would occur eight hours a day, five days a week, in compliance with the City's Noise Ordinance, and any lighting from construction activities would cease upon construction completion.

The Proposed Project would have light sources associated with urban areas, such as indoor lighting emanating from building interiors through windows. The proposed lighting would be directed, oriented, and shielded to prevent light from shining onto the adjacent church, and

Initial Study

Montclair Place District Specific Plan

school and nearby residences. While the lighting proposed by the Proposed Project would increase lighting on the Plan area compared to current conditions, with the implementation of mitigation measure **MM-AES-1**, the City would review the project lighting and signage plan to ensure that lights are located, directed, and shielded in a manner that complies with City Codes and does not create a substantial new source of light to adjacent properties and would not adversely affect daytime or nighttime views in the area. Since project details are still being reviewed by the City, a lighting plan is yet to be finalized.

However, the lighting provided on the Plan area would be required to comply with lighting standards established in the City's Municipal Code, as well as lighting levels established for safety purposes in the City's Building Security Requirements, which were developed pursuant to Section 10.16.030, Building Security Rules and Regulations, in the City's Municipal Code. The Building Security Requirements state that all exterior doors of commercial structures must be equipped with a lighting device providing a minimum maintained one-foot candle of light at ground level during hours of darkness. All parking lots for use by the general public that provide more than 10 spaces must have a minimum maintained one-foot candle of light on the parking surface from dusk until the termination of business on every operating day. At all other hours of darkness, a minimum maintained 0.25-foot candle of light must be provided at the ground level. The Building Security Requirements also state that exterior lighting must not shine away from the subject property (City of Montclair 2015). Section 11.66.030, Parking Improvements, in the Municipal Code requires light to be directed onto the parking area and away from adjacent properties. Where light spillage on adjacent properties is a concern (i.e., residences to the north and west), the Proposed Project would be required to include light controlling devices, such as light guards. The light-controlling devices would reduce glare on adjacent sensitive receptors.

The proposed windows and windows from the proposed retail buildings would be made of non-reflective material and would not add a new source of substantial glare. Given these factors, the contribution of light and glare emitted from the Proposed Project would be **less than significant with mitigation incorporated**.

MM-AES-1 The project applicant shall prepare lighting and signage plans for the Proposed Project depicting the proposed locations and heights of light poles and signs. Concurrent with the building permit submittal, the project applicant shall incorporate lighting design specifications to meet the City's minimum safety and security standards as outlined in the City's Building Security Requirements. The following measures shall be included in all lighting plans:

- Luminaires shall be designed with cutoff-type fixtures or features that cast low-angle illumination to minimize incidental spillover of light

Initial Study

Montclair Place District Specific Plan

onto adjacent private properties. Fixtures that shine light upward or horizontally shall not spill any light onto adjacent properties.

- Luminaires shall provide accurate color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color-corrected shall not be used, except as part of an approved sign or landscape plan.
- Luminaire mountings shall be downcast and pole heights minimized to reduce potential for back scatter into the nighttime sky and incidental spillover light onto adjacent properties. The height of light poles shall be reviewed and approved by the City to ensure consistency with the City's Municipal Code requirements. Luminaire mountings shall be treated with non-glare finishes.

References

California Department of Transportation (Caltrans). 2011. Caltrans Officially Designated Scenic Highways. Accessed October 7, 2014: http://www.dot.ca.gov/hq/LandArch/scenic_highways/langeles.htm.

City of Montclair. 2015. *Building Security Requirements*. Accessed February 12, 2015. <http://www.cityofmontclair.org/civica/filebank/blobdload.asp?BlobID=2638>.

3.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The Proposed Project will be constructed within the existing Montclair Place site. The Plan area is designed as “Urban and Built-Up Land” by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (DOC 2016a). The DOC (2016) defines “Urban and Built-Up Land” as occupied structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Since the Plan area is already developed and is not located on any Farmland designations, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur with implementation of the Proposed Project. As such, **no impact** would result under the Proposed Project. This issue will not be analyzed further in the EIR.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No impact. The Plan area is currently zoned C-3 – General Commercial (City of Montclair 2013). According to the DOC’s Williamson Act Map, there are no Williamson Act contracts on the Plan area (DOC 2016b). Since the Plan area is not an agricultural land use and is not under a Williamson Act contract, **no impact** to an agricultural use or Williamson Act contract would occur under the Proposed Project. This issue will not be analyzed further in the EIR.

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public*

Initial Study

Montclair Place District Specific Plan

Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Plan area is zoned C-3 - General Commercial (City of Montclair 2013). No forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Sections 12220 (g), 4526, or 51104 (g)) are located within or adjacent to the Plan area. Therefore, the Proposed Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The Proposed Project would be constructed within an existing commercial site. Therefore, **no impact** to forest land or timberland would occur, and this issue will not be analyzed further in the EIR.

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. See response to item 3.2(c) above. The Proposed Project is located on an existing commercial site. Therefore, no loss or conversion of forest land would result from implementation of the Proposed Project. **No impact** would occur under the Proposed Project. No further analysis is required in the EIR.

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. See responses 3.2(a), 3.2(c), and 3.2(d) above. Construction and implementation of the Proposed Project would be within the existing Montclair Place site. The Plan area is designated as “Urban and Built-Up Land” by the DOC Farmland Mapping and Monitoring Program (DOC 2016a). No forest land areas, as defined in PRC 12220(g), are located within, or adjacent to, the Plan area. Therefore, changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use would not occur. **No impact** would occur under the Proposed Project, and this issue will not be analyzed further in the EIR.

References

DOC (California Department of Conservation). 2016a. *San Bernardino County Important Farmland 2016*. Mapped 2016. Accessed June 25, 2018.
ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/sbd10_so.pdf.

Initial Study

Montclair Place District Specific Plan

DOC. 2016b. “San Bernardino County Williamson Act FY 2015/2016 Sheet 2 of 2” [map]. February 26, 2016. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanBernardino_so_15_16_WA.pdf.

City of Montclair. 2013. “Zoning Map Montclair, California.” December 2013. Accessed June 25, 2018. <https://cityofmontclair.org/home/showdocument?id=4714>.

3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Potentially Significant Impact. The Proposed Project is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The Proposed Project would generate air pollutants during short-term construction and long-term operation. The Proposed Project would include demolition and construction activities that would generate air pollutants that could result in significant, temporary, and short-term impacts to air quality. An increase in construction vehicles, worker vehicle trips, and other emissions associated with the site could potentially conflict with SCAQMD’s Air Quality Management Plan. Therefore, there could be a **potentially significant impact** and will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Potentially Significant Impact. Construction emissions associated with development of the proposed multi-family residential and hotel would temporarily emit pollutants to the local airshed from dust and combustion from on-site equipment, construction worker vehicles, delivery trucks, and off-site haul trucks. Nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), and sulfur dioxide (SO₂) emissions would primarily result from the use of construction equipment and motor vehicles. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, prevailing weather conditions. Long-term air pollution could result from vehicular emissions and Proposed Project operations.

The Proposed Project could result in a cumulatively considerable net increase of criteria pollutants under nonattainment according to a federal or state standard. Criteria pollutants under nonattainment in the SCAB include ozone and particulate matter (PM₁₀ and PM_{2.5}) (SCAQMD 2017). Ozone formation resulting from vehicle emissions could contribute to long-term air quality impacts. Particulate matter emissions resulting from construction activities could contribute to temporary impacts. Further investigation is required to determine the Proposed Project's potential to result in a considerable net increase of these criteria pollutants. This is considered a **potentially significant impact**, and this issue will be further analyzed in the EIR.

- c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the Plan area. Such an evaluation is referred to as a localized significance threshold (LST) analysis. Sensitive receptors to air quality are population groups that are susceptible to the effects of air pollutants, which include the elderly, children, and those with serious medical conditions, and also nursing homes, schools, hospitals, and residences. Further analysis is required regarding the amount of criteria air pollutant emissions that would result from the Proposed Project, and whether it would be substantial. This is considered a **potentially significant impact**, and this issue will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Potentially Significant Impact. Construction and operation of the Proposed Project could create objectionable odors affecting a substantial number of people. Potential sources that may emit odors during construction activities of the Proposed Project include diesel equipment and gasoline fumes. While in operation, odors associated with waste and chemicals used during cleaning and facility maintenance may be released from the Plan area. This is considered a **potentially significant impact**, and this issue will be further analyzed in the EIR.

References

SCAQMD (South Coast Air Quality Management District). 2017. *Final 2016 Air Quality Management Plan*. March 2017. Accessed November 20, 2017. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. Under existing conditions, the Proposed Plan area is developed with commercial structures and surface parking lots. Planters with ornamental trees, shrubs, and grasses are scattered sparsely throughout the surface parking lots. The Plan area is entirely covered with impervious surfaces with the exception of the planters and two vacant dirt lots, one of which is located at the northeastern corner of the site and the other of which is located at the southwestern corner of the site. These vacant areas are small in size, are highly disturbed, and support minimal amounts of low-growing vegetation. Therefore, while the site contains some vegetation and small amounts of unpaved areas, the vegetation is ornamental in nature, and the Plan area is entirely surrounded with urban development. The site has been developed for approximately 45 years. As such, the minimal amounts of vegetation on the site and the two vacant, dirt areas would not likely serve as suitable habitat for wildlife. Therefore, the Plan area and the project vicinity are highly urbanized with few natural areas that could support wildlife.

According to an electronic database review of the Ontario quadrangle² and nine surrounding quadrangles in the California Natural Diversity Database (CNDDB), several sensitive species have historically been sighted in areas throughout the Ontario quadrangle (for a list and description of these species see Appendix A). While sensitive species are known to occur

² Quadrangles are areas established by the U.S. Geological Survey as a way of categorizing and dividing topographical maps. Quadrangles cover an area measuring 7.5 minutes of latitude and 7.5 minutes of longitude. The Proposed Project is approximately located in the center third of the Ontario quadrangle.

Initial Study

Montclair Place District Specific Plan

within the general vicinity of the Plan area, based on the disturbed and developed condition of the site and the relative lack of suitable habitat, the potential for any known sensitive species to occur on the site is low. Furthermore, according to the CNDDDB, no candidate, sensitive, or special-status wildlife or plant species have been historically sighted on the Plan area or within a one-mile radius of the Plan area. Additionally, the City's General Plan states that "significant wildlife population no longer exists in the study area³ due to the elimination of wildlife habitat" (City of Montclair 1999).

For the above reasons, implementation of the Proposed Project is not expected to result in the removal of sensitive species and is not expected to directly impact sensitive species, since none are expected to be present on-site. As such, the Proposed Project would have a **less-than-significant impact** on sensitive or special-status species. This issue will not be analyzed further in the EIR.

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. As described under item 3.4(a) above, the Proposed Project is currently developed with commercial uses and is surrounded by commercial and residential uses. The site supports limited ornamental vegetation consisting of ornamental trees, grasses, and shrubs. Because the vegetation is ornamental in nature and is situated in an urban environment, it does not constitute a sensitive natural community in itself. Thus, riparian habitats and sensitive natural communities do not exist on the Plan area, and the Proposed Project would result in **no impact** on riparian habitats and other sensitive natural communities. This issue will not be analyzed further in the EIR.

- c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The Plan area has been developed for approximately 50 years and does not contain any water courses or riparian areas. Furthermore, the Plan area does not contain any federally protected wetlands (USFWS 2018). The San Antonio Wash and several associated water storage basins are located west of the Plan area, with the nearest water storage basin located approximately ¼ mile to the west of the western Plan area boundary. These basins are mapped as freshwater ponds by the U.S. Fish and Wildlife Service

³ The "study area" refers to the City of Montclair plus its Sphere of Influence. Because the Plan area is located within the City of Montclair, it is included in the General Plan study area.

Initial Study

Montclair Place District Specific Plan

National Wetlands Inventory. They are also mapped as being diked/impounded or excavated, indicating that the ponds are substantially modified and/or created by artificial means (USFWS 2018). These basins are surrounded by urban development, and the Plan area is separated from these basins and from the San Antonio Wash by residential and commercial development and by a six-lane roadway (Monte Vista Avenue). Due to the modified nature of the nearby water course and water storage basins, the urbanized nature of the Plan area and its surroundings, and the absence of any federally protected wetlands on the Plan area, implementation of the Proposed Project would result in **no impact** to federally protected wetlands. This issue will not be analyzed further in the EIR.

- d) *Would the project 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?*

Less Than Significant Impact with Mitigation Incorporated. As described under item 3.4(c), there are no wetlands or running waters within the Plan area, and therefore, the Proposed Project would have no potential to affect the movement of migratory fish. The Plan area has been developed for approximately 50 years and is located within a developed, urbanized area. The nearby San Antonio Wash is channelized and would not be expected to support substantial fish populations. Additionally, as stated in the City's General Plan, wildlife populations are no longer existing in the City due to the elimination of habitat. As the City is not expected to support wildlife populations and does not contain wildlife habitat, the Plan area is not part of a wildlife corridor.

Although the Proposed Project would be limited to developed and disturbed land, direct impacts to migratory nesting birds must be avoided to comply with the Migratory Bird Treaty Act and California Fish and Game Code. Migratory or nesting birds that would have the potential to utilize the on-site trees would be protected under the Migratory Bird Treaty Act. Thus, mitigation measure **MM-BIO-1** would be required to minimize any potential impacts to nesting birds and raptors.

MM-BIO-1 Prior to the issuance of a demolition, grading, and/or building permit for activities during the avian nesting season (generally February through August), a qualified biologist shall conduct a nesting bird survey within 7 days of vegetation clearing, cutting, or removal activities. The survey would consist of full coverage of the proposed project footprint and an appropriate buffer, as determined by the biologist. If no active nests are discovered or identified, no further mitigation is required. In the event that active nests are discovered on site, a suitable buffer determined by the biologist (e.g., 30 to 50 feet for

Initial Study

Montclair Place District Specific Plan

passerines) shall be established around any active nest. No ground-disturbing activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Limits of construction to avoid a nest shall be established in the field by the biologist with flagging and stakes or construction fencing. Construction personnel shall be instructed regarding the ecological sensitivity of the fenced area. The results of the survey shall be documented and filed with the City of Montclair within 5 days after the survey.

Upon implementation of mitigation measure **MM-BIO-1**, the Proposed Project would have a **less-than-significant impact** on the movement of native or resident species and on the use of native wildlife nursery sites. This issue will not be analyzed further in the EIR.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. The City contains a variety of policies regarding the preservation and planting of trees. The provisions of these policies that are applicable to the Proposed Project are described below:

Tree Policy

The City has an adopted Tree Policy that provides guidelines for the protection and preservation of trees planted within the City's rights-of-way and at City facilities (Montclair Municipal Code Section 9.28). The Tree Policy contains a provision that prohibits private property owners from performing any planting, pruning, removing, and spraying of a City tree. The Tree Policy also contains the Oak Tree Preservation Guidelines, which prohibits the removal of oak trees within the City on public or private property without obtaining written approval from the City. The Plan area does not contain Oak trees; therefore, implementation of the Proposed Project would not conflict with the Oak Tree Preservation Guidelines. However, the Plan area has boundaries along several City streets (Moreno Street, Central Avenue, and Monte Vista Avenue). There are several street trees located along these streets. The project applicant would be required to comply with the City's Tree Policy relative to the treatment of any street trees within City rights-of-way. Under the Tree Policy, the City's street trees may be considered for removal under the following conditions: if a tree is diseased or infested, if a tree is causing a liability, if a tree is damaging hardscape such as sidewalks or driveways, if a tree is causing serious damage to the structural integrity of a building, if the tree must be removed to allow for construction, and/or if a tree is causing damage to a sewer. At full build-out approximately

Initial Study

Montclair Place District Specific Plan

427 trees would be removed. Approximately 30 of these are located on the Unitarian Universalist church property, and the remaining are located in the existing parking lot. In the event that trees within the City's right-of-way are removed for the purposes of developing the Proposed Project, the applicant would be required to obtain an encroachment and construction permit from the City's Public Works Department. Additionally, the Proposed Project would result in approximately 675 new trees being planted as street trees and trees in parks. Any trees proposed within the City's right-of-way would be required to conform with the guidelines provided in the City's Tree Policy, which include specifications for tree species, sizes, spacing, quantity, and tree guards (City of Montclair 2018).

General Plan Community Design Implementing Policies

The City's General Plan also contains several policies in its Community Design Implementing Policies relative to trees:

***CE-1.1.15.** Existing specimens and stands of trees and other plant materials of outstanding scenic value should be protected.*

***CD-1.1.16.** Older mature trees provide a sense of age and permanence. Every effort should be made to retain these trees, even in new development and in instances where the tree can be saved in the event of a disaster. As a policy, the City should adopt and maintain a Master Plan of Street Trees that includes a minimum maintenance and replacement program.*

North Montclair Specific Plans Goals, Policies, and Programs

One of the goals set forth in the North Montclair Specific Plan is to maintain a high quality of environment. One of the implementing policies/actions for this goal is to "Recognize that existing mature trees are an important element in the North Montclair environment and preserve them, to the greatest extent feasible, whenever new public or private development occurs" (City of Montclair 1998).

Montclair Municipal Code Section 11.28.100

This section of the Montclair Municipal Code provides landscaping requirements for projects located in the General Commercial zone. As the Plan area is located within this zone, it would be required to comply with the requirements contained in Section 11.28.100, including those that pertain to the quantity and size of trees that must be planted on-site.

Initial Study

Montclair Place District Specific Plan

Provisions in Section 11.28.100 that address number and size of trees required on a Plan area are as follows:

- 11.28.100(A): Area. A minimum of 12% of the development site shall be developed as a landscaped area. Actual landscape percentage required may exceed this figure depending on project design.
- 11.28.100(A)(2): Trees. A minimum of one 15-gallon minimum sized tree shall be planted for every 300 square feet of landscaped area. Required street trees shall be credited to this requirement. One tree or 20 percent of the required number of trees (whichever is greatest) shall be 24-inch box minimum size.
- 11.28.100(A)(3): Street Trees. A minimum of one 15-gallon sized street tree shall be planted per street frontage, with tree spacing no greater than 35 feet on center. Location, species, and planting procedures shall be in accordance with the Street Tree Master Plan and City development standards.
- 11.28.100(B)(6): Parking Lot. A minimum of 4% of the parking lot area shall consist of planting areas. Actual landscape percentage may exceed this figure depending upon size of lot and amount of parking.
 - d. Each planting island shall be planted with a minimum of one 15-gallon tree, two shrubs, and ground cover.

The landscaping design and implementation of the Proposed Project would comply with the Tree Policy, the City's General Plan, and the Montclair Municipal Code. Due to the requirement to comply with the City's policies that protect street trees and require trees to be incorporated into commercial project design, implementation of the Proposed Project would not conflict with the City's policies protecting biological resources, and impacts would be **less than significant**. This issue will not be analyzed further in the EIR.

f) Would the project 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. The City's General Plan does not designate any areas of the City as being within a habitat conservation plan (City of Montclair 1999). Furthermore, the City is not within any of the regional conservation plans designated by the state (CDFW 2017). As such, implementation of the Proposed Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved

Initial Study

Montclair Place District Specific Plan

local, regional, or state habitat plan. **No impact** would occur, and this issue will not be analyzed further in the EIR.

References

City of Montclair. 1999. *City of Montclair General Plan*. Prepared with assistance by L.D. King, Inc. Accessed November 3, 2014. http://www.cityofmontclair.org/depts/cd/planning/general_plan.asp.

City of Montclair. 2018. Montclair Municipal Code Title 9 Public Services and Public Places. Current through March 29, 2018. Accessed June 25, 2018. https://library.municode.com/ca/montclair/codes/code_of_ordinances?nodeId=TIT11ZODE. .

CDFW (California Department of Fish and Wildlife). 2017. *California Regional Conservation Plans* [map]. October 2017. Accessed June 25, 2018. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans>.

Montclair Municipal Code. Section 11.28.100 – Landscaping requirements.

USFWS (United States Fish and Wildlife Service). 2018. National Wetlands Inventory, *Wetlands Mapper*, Search by Address. Accessed June 25, 2018. <http://www.fws.gov/wetlands/Data/Mapper.html>.

3.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

Historic Context

The first township established in the area of present-day Montclair was known as Marquette, and was founded by a man named Edward Fraser in the 1880s. Fraser began advertising weekend train excursions for \$2 roundtrip with the hope of enticing buyers from Los Angeles. But land sales in the region wouldn't pick up until 1907 when land speculator Emil Firth purchased 1,000 acres and subdivided the land into 10-acre lots. He called the tract Monte Vista and offered the land for purchase. Firth also began the process of constructing reservoirs for irrigation and prepared the land for the cultivation of citrus orchards. (The Reeder Heritage Foundation 2010). Historic aerial photographs of the project area from 1938 to 1948 show that the region was almost entirely agricultural, with a perfect grid pattern of roads already structured between the fields (NETR 1938; NETR 1948). As advertised by Firth in a local newspaper: "Holt Avenue, lined with beautiful homes, and the main thoroughfare between Ontario and Pomona, is one block to the north. The land adjoins some of the best citrus orchards in the valley, such as the famed groves of the Crawford Brothers, with their large packing house and other well-known properties" (The Reeder Heritage Foundation 2010).

The first settlement within the tract became known as Narod, and soon Narod had its own dry goods store, hotel, citrus packing house, and church. George H. Reeder was the son of one of the first naval orange growers and lived his entire life at the Reeder grove on Holt Boulevard. The Reeder family provided the local citrus packing houses with some of the best navel oranges. The entire region remained dedicated to citrus production until the industry was hit hard following World War II. As the story goes throughout much of southern California, the need for family housing following World War II resulted in a residential development boom that replaced most of the citrus orchards with single-family housing tracts (City of Montclair 2005). Historic aerial photographs of the project area from 1959 show newly paved roads running throughout the area, with the San Bernardino Freeway (present day Interstate 10) in place, along with numerous residential developments to the south and west (NETR 1959).

Incorporation of the City of Monte Vista was approved on April 25, 1956. The federal government refused to grant the new city its own post office because a town by the name of Monte Vista already existed in northern California. On April 8, 1958 residents fixed this issue by voting to change the town's name to Montclair, and just a few months later a post office was opened (City of Montclair 2005). Throughout the 1960s residential development became even more dense in all directions, but the project area remained an entirely agricultural pocket amongst a sea of new development (NETR 1966).

In the City's early years of inception, Montclair struggled to find a tax base to pay for services offered to its residents. An answer to these revenue concerns came in 1964 when land developers approached

Initial Study

Montclair Place District Specific Plan

the City with a possible solution: a shopping center. The City ran with the idea, and building permits were issued in 1967. On August 3, 1968, approximately 15,000 people attended the Preview Ball for the opening of the new Montclair Plaza shopping mall, the first indoor shopping mall in San Bernardino County, boasting three major department stores (JC Penney, The Broadway, and May Company), 64 shops, and 5,000 parking spaces. In its first year of operation, the Mall increased the City's sales tax revenue by over 30 percent (City of Montclair 2005). The \$40 million building effort was led by developer Ernest Hahn and featured designs by prominent architectural firms such as Welton Becket and Associates (May Company), Charles Luckman and Associates (The Broadway), and Burke, Kober, Nicolais, and Archuleta ([J.C. Penney] Turpin 1968).

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Less Than Significant Impact. The project proposes substantial alteration/partial demolition of the existing Montclair Plaza Mall, built in 1968.

In consideration of whether or not the Proposed Project would adversely impact a historical resource under CEQA, the property's historical significance and integrity was considered within the appropriate historic context, and in consideration of both the California Register of Historical Resources (CRHR) and City of Montclair's local landmark designation criteria (Municipal Code 11.56.060).

Montclair Plaza was built in 1968 and has served as an important economic resource to the City, particularly during the community's early stages of development in the 1960s and 1970s. However, the mall does not appear to be associated with any persons or events significant to the history of the region (CRHR Criteria 1 and 2).

In addition to a lack of significant historical associations, Montclair Plaza also demonstrates an overall lack of integrity, as it has been substantially altered from its original form. In the mid 1980s, Montclair Plaza underwent a major renovation by Homart Development Company, which included the addition of 80 new retailers, a food court, a new 186,000 square foot Sears department store, and a new 125,000 square foot Nordstrom's department store (Los Angeles Times 1985).

In regards to the department stores, prominent architectural firm Welton Becket and Associates designed the original May Company building (now Macy's), however, alterations have affected the architectural integrity of the original design. A comparison of current and historic aerial photographs of the building indicate that a large addition was built at the west elevation between the years 1994 and 2002 (NETR 1994; NETR 2002).

Initial Study

Montclair Place District Specific Plan

This likely occurred during the building's ownership transitions from May Company to Robinsons- May to Macy's. Additional observed alterations include reconfiguration of the doors and windows at the storefront entrances, removal of original linear design features over the front entrances, removal of original exterior cladding, and modification of the original horizontal banding at the roofline. Welton Becket and Associates designed eight other May Company stores in the 1960s and 1970s throughout southern California, including one in Cleveland Ohio (OAC 2011). A very similar, and likely more intact, Welton Becket May Company design can be found at the Westfield Plaza Camino Real shopping center in Carlsbad.

The Broadway store, located on the east side of the Plaza, was designed by the architectural firm Charles Luckman and Associates of Beverly Hills. While the building does appear to retain integrity of design, it does not appear to be a particularly notable work of the famous firm. In the southland region alone, Charles Luckman and Associates designed Broadway stores in Northridge (c. 1971), Cerritos (c. 1971), Carson (c. 1974), West Covina (c. 1962), and Puente Hills (c. 1974). In fact, numerous Broadway department stores constructed in the 1960s (designed by various architects) bear a similar resemblance to the Montclair Plaza store. Buena Ventura Plaza in Ventura (c. 1963), Century City (c. 1964), Stonewood Center in Downey (c. 1965), the Huntington Center in Huntington Beach (c. 1965), Inland Center in San Bernardino (c. 1966), West Covina Plaza (c. 1962), and the Mall at Orange in the City of Orange (c. 1971) all exhibited examples of a Contemporary-style cube mass Broadway store. As noted by The Department Store Museum (2018): "The Broadway developed a signature look for its suburban stores, which numbered in the thirties by 1979. Earlier stores (including those in Arizona) were composed of a large mass of patterned block which used the Southern California sun to great advantage."

In 2018, the Broadway building was demolished to make way for a new AMC theater and restaurant building that was envisioned and approved with the Montclair Plaza Expansion and Remodel project approved for the CIM Group (new owners of the property) under Case 2017-5B. As currently proposed, the AMC Theater and restaurant building would be constructed in the same footprint as the existing Broadway building and tire store site.

The JC Penney store, located in the center of the Plaza, was designed by the architectural firm Burke, Kober, Nicolais, and Archuleta. A comparison of current and historic aerial photographs of the building indicate that a large addition was built at the south elevation between the years 1980 and 1994 (NETR 1980). This alteration is significant because it effectively covers the original storefront

Initial Study

Montclair Place District Specific Plan

While small portions of the original shopping center are still intact, the addition of numerous retail stores inside the mall (including the addition of a second story), and new adjoining department stores have greatly changed the look and feel of the Montclair Plaza from its original 1968 design. For this reason, the mall no longer retains requisite integrity and does not appear eligible under CRHR Criterion 3 for architectural associations.

Further, there is no evidence to warrant consideration under CRHR Criterion 4. Finally, for all of the reasons stated above, the Montclair Plaza does not appear eligible under any of the City Montclair's landmark designation criteria and is not considered a historical resource under CEQA. Impacts would be **less than significant** under the Proposed Project. This issue will not be analyzed further in the EIR.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less Than Significant Impact with Mitigation Incorporated. The following analysis is based in part on a California Historical Resources Information System records search of the Proposed Project area and a one-mile radius conducted by staff at the San Bernardino Archaeological Information Center on August 2, 2018. The records search conducted in August 2018 indicates that no previously recorded archaeological resources are located within the Proposed Project area. The records search identified 19 previous cultural resources studies and three cultural resources within one-mile of the project area, however most of these consist of built environment resources and none are located within close enough proximity to be impacted by the Proposed Project.

Because the project area was developed over 50 years ago and contains no exposed sediment, an archaeological survey was not warranted. The lack of previously recorded resources within and around the Proposed Project area indicate that the project area has a low sensitivity for encountering below ground resources. While no archaeological resources were identified as a result of the records search, there is a possibility of encountering previously undiscovered archaeological resources at subsurface levels during ground-disturbing activities associated with the Proposed Project. In the event that archaeological resources are encountered during construction activities of the Proposed Project, the following mitigation measure shall be implemented to ensure that impacts to archaeological resources are **less-than-significant with mitigation**.

MM-CR-1 In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Proposed Project, all

Initial Study Montclair Place District Specific Plan

construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find as determined by the archaeologist, the archaeologist may decide to record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. Preservation in place shall be the preferred means of mitigation, if determined to be feasible by the archaeologist and the City.

Upon the implementation of mitigation measure **MM-CR-1**, the Proposed Project would result in **less-than-significant impacts** to archeological resources. As such, this topic will not be further analyzed in the EIR.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. There is no indication that human remains are present within the boundaries of the Proposed Project area. In the unlikely event that excavation activities during the Proposed Project inadvertently discover buried human remains, compliance with Section 7050.6 states, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are or are believed to be Native American, s/he shall notify the NAHC in Sacramento within 48 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Therefore, based on compliance with existing state law, impacts associated with the discovery of human remains would be **less than significant**.

Initial Study

Montclair Place District Specific Plan

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Initial Study

Montclair Place District Specific Plan

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3.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Potentially Significant Impact. Construction of the Proposed Project would require the use of energy for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers and heating, ventilation, and air conditioning systems). At full build-out, the Proposed Project's operational phase would require energy for building operation (appliances, lighting, etc.). Further analysis is required to determine the potential environmental impacts resulting from the consumption of energy resources. Impacts are **potentially significant**, and therefore, this issue will be further analyzed in the EIR.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Potentially Significant Impact. The Proposed Project is subject to various regional and local plans guiding energy use. The Proposed Project must be consistent with existing regulations. The Proposed Project is not anticipated to conflict with an applicable land use plan, policy, or regulation. However, further investigation is required to determine the Proposed Project's energy consumption and its relationship to applicable state or local plans. This could be a **potentially significant impact**, and therefore, this issue will be further analyzed in the EIR.

Initial Study Montclair Place District Specific Plan

3.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The Plan area is not located within an “Earthquake Fault Zone” as indicated by Alquist-Priolo Earthquake Fault Zoning Maps (DOC 2000). This is confirmed by geologic hazard overlays in the City of Montclair’s General Plan Safety Element and the County of San Bernardino’s Land Use Plan General Plan, which also indicates that the Plan area is not within a County-designated fault zone (City of Montclair 1999 and County of San Bernardino 2010).

Review of the *Fault Activity Map of California* indicates that besides “active” faults (generally defined as those that have evidence of rupture in the last 10,000 years), there are also no Quaternary-active faults crossing or adjacent to the Plan area (California Geological Survey 2010). As such, the Proposed Project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault. Therefore, impacts would be **less than significant** under the Proposed Project, and no further analysis is required in the EIR.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. The Plan area would likely be subjected to strong ground motion from seismic activity similar to that of the rest of the seismically active Southern California and proximity to the San Andreas Fault, the Cucamonga Fault, San Jose Fault, and the Red Hill Fault. These faults, as well as numerous other regional faults are capable of producing moderate to large earthquakes that could significantly affect the City, including the Plan area.

However, the project site is not within any Earthquake Hazard Zone or found on an Alquist–Priolo Earthquake Fault Zoning Map (DOC 2000). As such, the project site would not be affected by ground shaking any more than any other area in seismically active Southern California. The Proposed Project would be developed in accordance with the provisions of the current California Building Code (CBC) (or most applicable building code) and requirements of the local building official. The local building official implements and enforces local amendments to the CBC

Initial Study

Montclair Place District Specific Plan

and any more stringent geologic hazard regulations and guidelines than provided for under state law through building/grading permit requirements and associated plan checks.

Any new structures on the project site, and any seismic upgrades (if required by the CBC or local building official), would be designed in accordance with current building code provisions, which will minimize to an acceptable level the potential effects of strong ground shaking. Therefore, impacts would be **less than significant** under the Proposed Project. No further analysis is required in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. According to the County of San Bernardino's Land Use Plan General Plan Geologic Hazard Overlays Map, the Plan area is not located in an area designated as susceptible to liquefaction (County of San Bernardino 2010).

Although there is little indication that the Plan area is susceptible to seismic-related ground failure, subsurface exploration further laboratory testing and engineering analysis is required to confirm site-specific conditions and inform engineering specifications for soils and building foundations. Therefore, impacts are considered **potentially significant** under the Proposed Project, and this issue will be further analyzed in the EIR.

iv) Landslides?

Less Than Significant Impact. According to the County of San Bernardino's Land Use Plan General Plan Geologic Hazard Overlays Map, the Plan area is not located in an area designated as susceptible to earthquake-induced landslides (County of San Bernardino 2010). The Plan area is currently developed and gently slopes towards the south and west. Therefore, impacts would be **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The project construction would expose soils and likely increase potential for erosion. However, as indicated in Section 3.9, Hydrology and Water

Initial Study

Montclair Place District Specific Plan

Quality, the Proposed Project would employ water quality Best Management Practices (BMPs) during construction in accordance with a Stormwater Pollution Prevention Plan (SWPPP) and the Statewide Construction General Permit. Furthermore, the applicant would be required to incorporate Low Impact Development (LID) standards into project design to minimize, to the maximum extent practicable, long-term effects resulting from changes in post-storm runoff patterns. Examples of LID designs include installation and maintenance of landscaped areas and paving or landscaping all disturbed areas in order to minimize erosion. Therefore, impacts would be **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Potentially Significant Impact. As indicated previously, the Plan area is not located on soils that are considered unstable or would become unstable as a result of developing the Proposed Project. As indicated earlier, the local building official implements and enforces the CBC, local amendments to the CBC, and any more stringent geologic hazard regulations and guidelines through issuance of building/grading permits and associated plan checks. Subsurface exploration, laboratory testing of soils, and engineering analysis will be completed prior to final project designs to confirm site-specific conditions and inform engineering specifications for site preparation, fill specifications, and building foundations. Although unstable soils are not anticipated, further laboratory testing and engineering analysis is required to confirm site-specific conditions and inform engineering specifications for soils and building foundations. Therefore, impacts are considered **potentially significant** under the Proposed Project, and this issue will be analyzed further in the EIR.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Potentially Significant Impact. Subsurface soils encountered within the vicinity of the Plan area generally consist of medium dense to dense alluvial sands and silty sands, which are not considered to have substantial expansion potential.

However, although expansive soils are not anticipated, further laboratory testing and engineering analysis is required to confirm site-specific conditions and inform engineering specifications for soils and building foundations. Therefore, impacts are considered **potentially significant** under the Proposed Project, and this issue will be analyzed further in the EIR.

Initial Study

Montclair Place District Specific Plan

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Proposed Project does not include the use of septic tanks. Therefore, **no impact** would occur, and this issue will not be analyzed further in the EIR.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact with Mitigation Incorporated. The Plan area is not known to be associated with any paleontological resources or unique geologic features. A soils and geology report was prepared by Geotechnologies, Inc. for the Plan area. The soils and geology report indicates that the project area is underlain by Quaternary aged young alluvial fan deposits and is therefore unlikely to result in the loss of any unique geologic feature or paleontological resource.

Additionally, a paleontological records search was performed by the Natural History Museum of Los Angeles County on June 20, 2016 for the Plan area. The records search determined surface grading or very shallow excavations in the younger Quaternary Alluvium exposed in the Plan area probably will not uncover significant vertebrate fossil remains. Deeper excavations that extend down into older Quaternary deposits, however, may well encounter significant fossil vertebrate specimens. Therefore, in the event that paleontological resources are inadvertently encountered during construction activities of the Proposed Project, the following mitigation measure shall be implemented to ensure that impacts to paleontological resources or unique geological features are not significant.

MM-GEO-1 In the event that paleontological resources (fossil materials) are exposed during construction activities for the Proposed Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, can assess the nature and importance of the find. Depending upon the significance of the find, the paleontologist may record the find and allow work to continue, or may recommend salvage and recovery of the resource. All recommendations will be made in accordance with the Society of Vertebrate Paleontology's 1995 guidelines and shall be subject to review and approval by the City. Work in the area of the find may only resume upon approval of a qualified paleontologist.

Initial Study Montclair Place District Specific Plan

Upon the implementation of mitigation measure **MM-GEO-1**, the Proposed Project would result in **less-than-significant impacts with mitigation** to paleontological resources. As such, this issue will not be further analyzed in the EIR.

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3.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Potentially Significant Impact. Global climate change is a cumulative impact; a project has a potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resources Agency, which noted in its public notice for the proposed CEQA

Initial Study

Montclair Place District Specific Plan

amendments that the evidence indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the Final Statement of Reasons for Regulatory Action for amendments to the CEQA Guidelines confirms that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b).

The Proposed Project would result in the emission of GHGs. Temporary GHG impacts would result from the operation of construction vehicles and equipment. Operation of the Proposed Project would result in GHG emissions associated with mobile sources, natural gas usage, electrical generation, water supply, wastewater, and solid waste disposal. Further analysis is required to determine the estimated project-generated GHG emissions and their impact on global climate. This would be a **potentially significant impact**, and therefore, this issue will be further analyzed in the EIR.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact. There are several federal and state regulatory measures aimed at identifying and reducing GHG emissions, most of which focus on area-source emissions (e.g., energy use) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles). The Global Warming Solutions Act (Assembly Bill [AB] 32) prepared a scoping plan and its first update, which established regulations to reduce California GHG emission levels to 431 million metric tons of carbon dioxide equivalent per year. In addition, SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030 (CARB 2014). At the local level, the City of Montclair has not adopted a comprehensive climate action plan; however, in March 2014, the San Bernardino County Transportation Authority (SBCTA) prepared a Regional GHG Reduction Plan, which outlines reduction strategies for San Bernardino County and the 21 incorporated cities that participated in the Regional GHG Reduction Plan study. Although the City authorized SBCTA to prepare the Regional GHG Reduction Plan, no formal action has been taken by the City's governing body to adopt the Regional GHG Reduction Plan or the GHG reduction measures that the plan presents. Instead, the City continues to rely on thresholds recommended by SCAQMD. The Proposed Project would comply with regulations established by AB 32 and SB 32. However, further investigation is required to determine the estimated project-generated GHG emissions and their relationship to AB 32, SB 32, and other applicable plans and policies. This could be a **potentially significant impact**, and therefore, this issue will be further analyzed in the EIR.

Initial Study Montclair Place District Specific Plan

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3.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Potentially Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during demolition and construction of the Proposed Project. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. However, the Proposed Project involves the demolition of existing buildings, which could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Furthermore, other hazardous materials could be released during excavation and grading activities. Therefore, impacts are considered **potentially significant**, and as such, this issue will be further analyzed in the EIR.

- b) *Would the project 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?*

Potentially Significant Impact. Construction activities on the Plan area would involve the use and storage of commonly used hazardous materials such as gasoline, diesel fuel, lubricating oil, grease, solvents, and other vehicle and equipment maintenance fluids. These substances would be used and stored in designated construction staging areas within the Plan area boundaries. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. However, the Proposed Project involves the demolition of existing buildings, which could create a significant

Initial Study

Montclair Place District Specific Plan

hazard to the public or the environment through the routine transport, use, or disposal of hazardous material. Furthermore, other hazardous materials could be released during excavation and grading activities. Therefore, impacts are considered **potentially significant**, and as such, this issue will be further analyzed in the EIR.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Potentially Significant Impact. There are five schools located within 0.25 mile of the Plan area. International Montessori School is located on the west side of the Plan area on the Unitarian Universalist church property; Moreno Elementary School is located approximately 0.08 mile west of the Plan area; Serrano Middle School is located approximately 0.16 mile west of the Plan area; US Colleges of San Bernardino is located approximately 0.05 mile south of the Plan area; and OPARC (center for adults with disabilities) is located approximately 0.22 mile northeast of the Plan area. As stated previously, the Proposed Project could potentially result in the accidental release of hazardous materials into the environment. Therefore, impacts are considered **potentially significant** for the Proposed Project, and as such, this issue will be further analyzed in the EIR.

- d) ***Would the project be located on a site that 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?***

Potentially Significant Impact. Government Code, Section 65962.5, combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. According to Government Code, Section 65962.5(a), there are no hazardous materials or waste sites located on the Plan area (DTSC 2007). However, a site-specific hazardous materials site search would be required to determine whether the Proposed Project would create a significance hazard to the public or the environment. Impacts are considered **potentially significant** for the Proposed Project, and as such, this issue will be further analyzed in the EIR.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Less Than Significant Impact. The nearest public airport to the Plan area is the Cable Airport, located approximately 1.44 miles northeast of the Plan area. According to Map 3A of the Cable Airport Land Use Compatibility Plan (ALUCP), the Plan area is located

Initial Study

Montclair Place District Specific Plan

within Zone E, which allows normal land compatibility related to noise, safety, and airspace protection criteria (City of Upland 2015).

In addition, the Ontario International Airport (ONT) is located approximately 4 miles southeast of the Plan area. The ONT ALUCP establishes compatibility policies for airport land use impacts related to safety, noise, airspace protection, and overflight. As shown in Figure 2-1 of the ONT ALUCP, the Plan area is located within the Airport Influence Area (AIA) of ONT, and thus, is subject to the ONT ALUCP (City of Ontario 2011). According to Policy Map 2-2, Compatibility Policy Map: Safety Zones (City of Ontario 2011), the Plan area is not located within any safety zones. According to Policy Map 2-4, Compatibility Policy Map: Airspace Protection Zones, in the ONT ALUCP (City of Ontario 2011), the proposed building heights will be within the allowable height in the ONT ALUCP and is not subject to the Federal Aviation Administration height notification area. Based on the ONT Land Use Compatibility GIS Analysis Tool and Policy Map 2-5, Compatibility Policy Map: Overflight Notification Zones, in the ONT ALUCP (City of Ontario 2011), the Plan area is subject to the real estate transaction disclosure policy. The applicant will comply with the real estate transaction disclosure policy of the ONT ALUCP which requires avigational easement dedication and recorded overflight notification.

Further, as indicated in Table 2-1 of the ALUCP, the Proposed Project is subject to the ONT Inter-Agency Notification Process. The ONT Inter-Agency Notification Process involves submitting a Project Comment Worksheet to the City of Ontario, which contains project details to enable Affected Agencies to comment upon. Commenting Agencies have 15 calendar days to review and comment on the Worksheet. Agencies that do not respond within 15 days are considered to have no comments and subsequently to be in agreement with the project's consistency. If the Submitting Agency disagrees with comments received on the Worksheet by the Affected Agency, staff of both agencies are encouraged to collaborate to seek solutions. If disagreements regarding consistency remain, the Submitting Agency or any Commenting Agency may request a Mediation Board hearing to mediate the dispute.

Prior to project approval, the Proposed Project, must be deemed consistent with the ONT ALUCP. This consistency would be determined through the Inter-Agency Notification Process. Specifically, either no comments on a Project Comments Worksheet are received or comments are resolved based on staff coordination or a Mediation Board hearing. Therefore, based on the Proposed Project's compliance with the ONT ALUCP, the potential safety hazards impacts to people working or residing at the Plan area near a public airport is considered **less than significant**, and this issue will not be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The City adopted an emergency operations plan that follows the California Office of Emergency Services' multi-hazard functional planning guidelines. The City's Emergency Operations Plan was approved by the California Emergency Management Agency on September 26, 2009 (City of Montclair 2002). The City's existing emergency operations plan includes a basis for conducting and coordinating operations in the management of critical resources during emergencies; a mutual understanding of authority, responsibilities, functions, and operations of civil government emergencies; and a basis for incorporating into the city emergency organization, nongovernmental agencies and organizations having resources necessary to meet foreseeable emergency requirements (City of Montclair 1999). Additionally, mutual aid/automatic aid and cooperation with surrounding jurisdictions will occur in accordance with the California master Mutual Aid Agreement. The City's Fire Department has mutual aid and automatic aid agreements with all surrounding communities, has enhanced emergency services response protocols with the City of Upland, and is a member of the San Bernardino County Fire Department CONFIRE Joint Powers Authority (JPA) for emergency dispatch services (City of Montclair Agenda Report 2013). CONFIRE is a multi-agency emergency fire- and medical service-only dispatch center that provides direct fire/EMS dispatch services 24 hours, 7 days a week. CONFIRE JPA also functions as the Operational Area's dispatch for the County (City of Montclair 2014). The Proposed Project shall comply with the City's Emergency Operations Plan. Emergency vehicle access to the Plan area during construction and operation of the Proposed Project will be provided along Monte Vista Avenue, Moreno Street, and Central Avenue. The proposed site plan, including the access driveways, will be reviewed and approved by the City during plan check review and prior to approval by the City's Planning Commission and City Council. Adherence to these requirements would reduce potential impacts related to emergency plans to a **less-than-significant** level for the Proposed Project. This issue will not be further analyzed in the EIR.

- g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less Than Significant Impact. The Plan area is located within an urban setting, surrounded by retail, single-family and multi-family residential properties to the north, the I-10 Freeway to the south, the Montclair East Shopping Center and other commercial uses to the east, and single-family and multi-family residential properties, Moreno Elementary School, and Serrano Middle School to the west. Because of the urbanized nature of the City, wildland fires do not pose a serious threat; however, the only areas subject to such

Initial Study

Montclair Place District Specific Plan

fires are the vacant lands within the City (City of Montclair 1999). During preparation of the City's General Plan, the General Plan noted that there were no vacant lots identified as potential fire hazards (City of Montclair 1999). Currently, open areas within close proximity of the Plan area are located to the north. As such, implementation of the Proposed Project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts are **less than significant**. No mitigation is required. This issue will not be further analyzed in the EIR.

References

- City of Montclair. 1999. *City of Montclair General Plan*. Prepared with assistance by L.D. King, Inc. Accessed November 3, 2014. http://www.cityofmontclair.org/depts/cd/planning/general_plan.asp.
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- City of Upland. 2015. *CableField Airport Land Use Compatibility Plan*. September 14, 2015. http://ci.upland.ca.us/uploads/ftp/city_departments/development_services/planning/cable_airport_land_use_comp_plan/pdfs/CCB.Front%20Body.2015-11-09.pdf.
- DTSC (California Department of Toxic Substances Control). 2007. Hazardous Waste and Substances Site List. Accessed October 7, 2014. http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST.
- EPA (U.S. Environmental Protection Agency). 2017. "Defining Hazardous Waste: Listed, Characteristic and Mixed Radiological Wastes." Updated August 24, 2017. <https://www.epa.gov/hw/defining-hazardous-waste-listed-characteristic-and-mixed-radiological-wastes>.
- The Orin Group. 2010. *Phase I Environmental Site Assessment*. Prepared for CWCapital Asset Management. June 25, 2010.

Initial Study Montclair Place District Specific Plan

3.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Potentially Significant Impact. Because construction of the Proposed Project would require land disturbance of greater than one acre, the Proposed Project will be required to prepare and implement a SWPPP in accordance with the Statewide Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as amended). This requires the construction contractor to implement water quality BMPs to ensure that water quality standards

Initial Study

Montclair Place District Specific Plan

are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies (in this case the regional storm drain system). Some of these BMPs include appropriate handling and disposal of contaminants, fertilizer and pesticide application restrictions, litter control and pick up, and vehicle and equipment repair and maintenance in designated areas. The project applicant would also implement a spill contingency plan. In addition, a draft Water Quality Management Plan (WQMP) would be prepared for the Proposed Project (and would be finalized concurrently with the preparation of final project design) that demonstrates how the project will comply with all applicable water quality standards and discharge requirements of the City of Montclair and the Regional Water Quality Control Board (RWQCB) Region 8 Order Number R8-2010-0036, National Pollutant Discharge Elimination System (NPDES) Number CAS618036. The RWQCB Order Number R8-2010-0036 implements the waste discharge requirements for all of the jurisdictions within San Bernardino County, including the City of Montclair. The WQMP is designed to show how a project would minimize impervious surfaces, retain or treat stormwater runoff from the site, and implement LID designs in a manner that collectively matches the rate and volume of runoff to existing conditions. The WQMP addresses long-term effects on water quality within the basin and ensure BMPs and LID designs minimize potential water quality concerns to the maximum extent practicable. However, further analysis is required to determine whether water quality standards or waste discharge requirements could be violated by operation of the Proposed Project. Therefore, impacts are considered **potentially significant** under the Proposed Project, and this issue will be further analyzed in the EIR.

- b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Potentially Significant Impact. The Proposed Project receives water from the Monte Vista Water District. The Monte Vista Water District sources the majority of its water from groundwater from the Chino Groundwater Basin. Therefore, the Proposed Project could substantially deplete these supplies. Although the Plan area is entirely covered with impervious surfaces with the exception of the planters and two vacant dirt lots, water demand produced by the Proposed Project could substantially decrease water supplies. Further investigation is required to determine estimated water demands associated with the Proposed Project. Therefore, impacts to groundwater supplies are considered **potentially significant**, and this issue will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *result in substantial erosion or siltation on or off site;*

Potentially Significant Impact. The Proposed Project could substantially alter the drainage pattern of the campus and may result in substantial erosion or siltation on- or off- site. A SWPPP would be prepared that would include measures to prevent substantial erosion or siltation during construction activities. However, further analysis is required to determine the impacts associated with operation of the Proposed Project. Impacts are considered **potentially significant** and this issue will be analyzed further in the EIR.

ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*

Potentially Significant Impact. There are no natural surface water features present on-site that could be altered as a result of the Proposed Project. Although the Proposed Project would not increase impervious areas on the Plan area, further analysis is required to determine the impacts associated with operation of the Proposed Project. Impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Potentially Significant Impact. As discussed in criteria 3.9(d), although the Proposed Project would not increase impervious areas on the Plan area, further analysis is required to determine the impacts associated with operation of the Proposed Project. Therefore, impacts are considered **potentially significant** under the Proposed Project, and this issue will be further analyzed in the EIR.

iv) *impede or redirect flood flows?*

No Impact. According to the Federal Emergency Management Agency's Flood Hazard Map (Flood Insurance Rate Map No. 06071C8605H⁴), the Plan area is

⁴ The flood map for the area 060701C8605H has a status of "not printed". This means the entire area of the panel is in a single flood zone, so FEMA chose not to create a printable image for this location.

Initial Study

Montclair Place District Specific Plan

located in Zone X, which are areas determined to be outside of the 0.2% annual chance floodplain (FEMA 2018). Additionally, the City of Montclair's General Plan Public Health and Safety Element classifies the entire city as "Zone C," which is a zone protected from 100-year flood hazards; as such, FEMA rescinded the Flood Insurance Rate Map for the City (City of Montclair 1999). Further, as indicated on the County of San Bernardino's Land Use Plan General Plan Hazard Overlays map, the Plan area is not within a 100-year flood zone (County of San Bernardino 2007). Therefore, the Proposed Project would not impede or redirect flood flow. **No impacts** associated with impeding or redirecting flood flows would occur. This issue will not be further analyzed in the EIR.

- d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Less Than Significant Impact. Due to its distance from the Pacific Ocean, the Plan area would not be exposed to inundation by a tsunami. A seiche, or standing wave, typically occurs in partially or fully enclosed bodies of water such as lakes, reservoirs, or bays, often resulting from seismic disturbance. The Plan area is not located within close proximity of a body of water that would likely produce a seiche hazard. Mudflow is a response to heavy rainfall in steep terrain (made more likely in recent burn areas). Because the Plan area is currently developed and flat-lying, it is not subject to mudslides. For these reasons, impacts resulting from inundation by seiche, tsunami, or mudflow would be **less than significant** under the Proposed Project. No further analysis is required in the EIR.

- e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact. The Proposed Project would be required to comply with regional and local regulations requiring preparation of a water quality control plan, and would not obstruct existing plans. In addition, the Proposed Project is not considered a suitable site for groundwater recharge and would not introduce impervious areas over a significant groundwater recharge zone. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be **less than significant**. No further analysis is required in the EIR.

References

City of Montclair. 1999. *City of Montclair General Plan*. Prepared with assistance by L.D. King, Inc. Accessed December 31, 2014. http://www.cityofmontclair.org/depts/cd/planning/general_plan.asp.

Initial Study

Montclair Place District Specific Plan

County of San Bernardino. 2007. *San Bernardino County Land Use Plan, General Plan: Hazard Overlays, Ontario*. May 29, 2007.

County of San Bernardino. 2010. *San Bernardino County Land Use Plan, General Plan: Geologic Hazard Overlays, Ontario*. March 9, 2010.

FEMA (Federal Emergency Management Agency). 2018. Flood Insurance Rate Map No. 06071C8605H. Accessed June 25, 2018. <https://msc.fema.gov/portal>.

Fusco Engineering, Inc. 2014. Water Quality Management Plan Montclair Plaza. October 31, 2014.

3.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project physically divide an established community?*

Less Than Significant Impact. Implementation of the Proposed Project would not physically divide an established community. The Plan area is located in a developed urban area and is currently developed with an existing mall and associated surface parking lots and appurtenant out-buildings. The Plan area is bordered to the north, east, and west by roadways with four to six lanes each. (Moreno Street is to the north, Central Avenue is to the east, and Monte Vista Avenue is to the west.) North of the Plan area, across Moreno Street, land uses consist of commercial developments and single- and multi-family residential uses. East of the Plan area, across Central Avenue, land uses consist of the Montclair East Shopping Center and other commercial uses. West of the Plan area, across Monte Vista Avenue, land uses consist of single- and multi-family residential developments, institutional uses, and Moreno Elementary School. The Plan area is bordered in part to the south by the I-10 Freeway. Implementation of the Proposed Project includes the redevelopment of the existing mall with residential and mixed uses.

While there are residential neighborhoods in the vicinity of the Plan area, the site does not contain any neighborhoods that would be removed or divided as a result of the Proposed

Initial Study

Montclair Place District Specific Plan

Project. Thus, the Proposed Project would result in a **less-than-significant impact** to established communities. This issue will not be further analyzed in the EIR.

- b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Potentially Significant Impact. The Proposed Project would require a General Plan Amendment, Specific Plan approval, and zone change as discretionary approvals. Although it is unlikely that the Proposed Project would result in a conflict with applicable land use plans, policies, or regulations, further analysis is required. Impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

3.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. As indicated on California Geological Survey maps, the City lies within the Claremont-Upland Production-Consumption region for Portland Cement Concrete-grade aggregate. The Plan area is primarily located within a Mineral Resource Zone 2, as mapped by the California Geological Survey. A designation of Mineral Resource Zone 2 is assigned to areas where geologic data indicates that significant mineral resources are present. In this case, the mineral resources that may be present are Portland Cement Concrete-grade aggregate. As such, the City as a whole, including the Plan area, may contain mineral resources that have been identified by the state (California Geological Survey 2007).

As described in the City's General Plan, Montclair is located on an alluvial fan created by deposits brought down by water movement from the mountain ranges to the north of the City. The material composition of the alluvium is generally gravelly cobbled, or stony,

Initial Study

Montclair Place District Specific Plan

coarse granite that can be extracted and used for sand and gravel resources. Several areas adjacent to the San Antonio Wash have supported surface mining operations in the past. The San Antonio Wash is located approximately 0.3 mile west of the western boundary of the Plan area. All mining operations have subsequently become inactive due to poor economic return. As extraction operations cut deeper into the earth, the quality of the material declined, and the cost of processing the material increased. Mining operations within the City have attained these depths, causing a negative cost/benefit relationship (City of Montclair 1999). As such, while mining operations once occurred within the City, they no longer occur there today. Furthermore, while the Plan area is located in the vicinity of the San Antonio Wash, it is not directly adjacent to the wash. Additionally, the Plan area has been occupied by the mall since 1968 and is surrounded on all sides by roadways, residential development, and commercial development. As such, in the unlikely event that mineral extraction activities were to resume within the City, the Plan area under existing conditions would not be expected to support such activities. Therefore, the Proposed Project would not lead to the loss of availability of regionally important mineral resources in the City, and **no impact** would result. This issue will not be analyzed further in the EIR.

b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. As described under item 3.11(a), the City's General Plan states that several areas adjacent to the San Antonio Wash have supported surface mining operations in the past. However, as described above, the City no longer contains mineral extraction land uses, as the areas used for these purposes no longer support economically viable mining operations (City of Montclair 1999). In addition, the Plan area is currently designated by the City's General Plan as Regional Commercial and is zoned C-3 General Commercial-North Montclair Specific Plan. Thus, the current General Plan and zoning designation do not identify the Plan area as an important mineral resource recovery site. Furthermore, the Plan area is not located in the areas that supported mining activities and has been occupied by the Mall since 1968. For these reasons, implementation of the Proposed Project would not result in the loss of availability of a locally important mineral resource and **no impact** would occur. This issue will not be analyzed further in the EIR.

Initial Study

Montclair Place District Specific Plan

References

California Geological Survey. 2007. *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production Consumption (P-C) Region, Los Angeles and San Bernardino Counties, California*. [map]. 1:100,000. Prepared by Russell V. Miller and Lawrence L. Bush. Accessed November 5, 2014. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_202/.

City of Montclair. 1999. *City of Montclair General Plan*. Prepared with assistance by L.D. King, Inc. Accessed June 25, 2018. http://www.cityofmontclair.org/depts/cd/planning/general_plan.asp.

3.13 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Potentially Significant Impact. Implementation of the Proposed Project would result in two primary types of potential noise impacts: short-term (i.e., temporary) noise during construction and long-term noise during proposed future on-site land uses. Commercial land uses are located to the north and east, residential uses are located to the north and west.

Initial Study

Montclair Place District Specific Plan

These land uses could be impacted by noise from project construction and operation, as well as existing and project-related traffic.

Noise-generating sources in the City are regulated in Chapter 6.12 of the City's Municipal Code (City of Montclair 2009). The noise limits apply to noise generation from one property to an adjacent property. The noise level limits depend on time of day, duration of the noise, and land use. The base ambient exterior noise levels are depicted in Table 4 (Operational Base Ambient Exterior Noise Levels).

Table 4
Operational Base Ambient Exterior Noise Levels

Land Use Category	Noise Level (dBA)	
	Nighttime 10:00 p.m.–7:00 a.m.	Daytime 7:00 a.m.–10:00 p.m.
Residential	45	55
Commercial	55	65
Industrial	60	70

Source: City of Montclair, 2009

According to Chapter 6.12 of the City's Noise Ordinance (City of Montclair 2009), noise associated with construction, repair, remodeling, or grading of any real property are exempt, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on any given day and provided that the City Building Official determines that the public health and safety will not be impaired. It is possible that construction and operational activities could exceed the noise levels of relevant City of Montclair thresholds, and state and federal guidance thresholds; therefore, there could be a **potentially significant impact**. This issue will be analyzed in the EIR.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact. Construction activities could generate or expose persons to excessive ground-borne vibration or ground-borne noise levels that exceed the ground-borne vibration and noise thresholds established by the City of Montclair. Vibration is very subjective, and some people may be annoyed at continuous vibration levels near the level of perception (or approximately a peak particle velocity of 0.01 inch/second). Given the presence of the Montessori School within the Plan area and the close proximity of Moreno Elementary School and Serrano Middle School, as well as nearby residential uses, to the project construction area, students, teachers, and residents could be temporarily annoyed with the use of some construction equipment. The Proposed Project may generate excessive

Initial Study

Montclair Place District Specific Plan

groundborne vibration or noise levels, and as such, this issue is considered **potentially significant**. This issue will be analyzed in the EIR.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less Than Significant Impact. There are no private airstrips in the project vicinity; therefore, the Proposed Project would not expose people residing or working in the project area to excessive noise levels. The nearest public airport to the Plan area is the Cable Airport, located approximately 1.44 miles northeast of the Plan area. According to Map 3A of the Cable Airport Land Use Compatibility Plan (ALUCP), the Plan area is located within Zone E, which allows normal land compatibility related to noise, safety, and airspace protection criteria (City of Upland 2015).

In addition, the Ontario International Airport (ONT) is located approximately 4 miles southeast of the Plan area. The ONT Airport Land Use Compatibility Plan (ALUCP) establishes compatibility policies for airport land use impacts related to safety, noise, airspace protection, and overflight. As shown in Figure 2-1 in the Ontario International Airport (ONT) Airport Land Use Compatibility Plan (ALUCP), the Plan area is located within the Airport Influence Area (AIA) of ONT, and thus, is subject to the ONT ALUCP. According to Figure 2-3, Compatibility Policy Map: Noise Impact Zones of the ONT ALUCP (City of Ontario 2011), the Plan area is not located within a noise impact zone. According to Policy Map 2-4, Compatibility Policy Map: Airspace Protection Zones, in the ONT ALUCP (City of Ontario 2011), the proposed building heights are within the allowable height in the ONT ALUCP. Therefore, the Proposed Project is not subject to the Federal Aviation Administration height notification area. Based on the ONT Land Use Compatibility GIS Analysis Tool and Policy Map 2-5, Compatibility Policy Map: Overflight Notification Zones, in the ONT ALUCP (City of Ontario 2011), the Plan area is subject to the real estate transaction disclosure policy. The applicant will comply with the real estate transaction disclosure policy of the ONT ALUCP which requires avigational easement dedication and recorded overflight notification.

Further, as indicated in Table 2-1 of the ALUCP, the Proposed Project is subject to the ONT Inter-Agency Notification Process. The ONT Inter-Agency Notification Process involves submitting a Project Comment Worksheet to the City of Ontario, which contains project details to enable Affected Agencies to comment upon. Commenting Agencies have 15 calendar days to review and comment on the Worksheet. Agencies that do not respond

Initial Study

Montclair Place District Specific Plan

within 15 days are considered to have no comments, and subsequently agree with the project's consistency. If the Submitting Agency disagrees with comments received on the Worksheet by the Affected Agency, staff of both agencies are encouraged to collaborate to seek solutions. If disagreements regarding consistency remain, the Submitting Agency or any Commenting Agency may request a Mediation Board hearing to mediate the dispute.

Prior to project approval, the Proposed Project, must be deemed consistent with the ONT ALUCP. This consistency would be determined through the Inter-Agency Notification Process. Specifically, either no comments on a Project Comments Worksheet are received or comments are resolved based on staff coordination or a Mediation Board hearing. Therefore, based on the Proposed Project's compliance with the ONT ALUCP, the Proposed Project would not expose people residing or working in the project area to excessive noise levels. Impacts would be **less than significant** under the Proposed Project, and this issue will not be further analyzed in the EIR.

References

City of Montclair. 2009. Code of Ordinances, Chapter 6.12 – Noise Control.

City of Ontario. 2011. *Ontario International Airport Land use Compatibility Plan*. Prepared by Mead and Hunt, Inc. April 19, 2011. Accessed February 13, 2015.
<http://www.ontarioplan.org/index.cfm/33710>.

3.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

- a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Potentially Significant Impact. The Proposed Project would involve the construction of a maximum of 6,321 residential units in the City. Additionally, the Proposed Project would likely increase the number of jobs available at the Plan area relative to the number of jobs that are currently available at the Plan area. According to the U.S. Census Bureau, the average household size in the City in 2017 within a 5-mile radius of Montclair Place is 3.4 persons per household in residential areas (City of Montclair 2018). Using this factor of 3.4 persons per household, the Proposed Project could support a residential population of approximately 21,491 persons.⁵ Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Proposed Project would involve demolition of the existing mall, strip commercial development, freestanding restaurants, major furniture store, and surface parking; and construction of residential and mixed-use commercial development. As no housing exists within the Plan area, implementation of the Proposed Project would not result in the displacement of existing housing (City of Montclair 2011; City of Montclair 2013). Implementation of the Proposed Project would include redevelopment of the existing mall to allow for residential and commercial uses. The Proposed Project would likely increase the number of jobs available at the Plan area relative to the number of jobs that are currently available at the Plan area. As such, additional employment on the Plan area would not displace substantial numbers of people. Consequently, implementation of the Proposed Project would not lead to the construction of housing elsewhere. As such, there would be **no impact**. This issue will not be further analyzed in the EIR.

References

City of Montclair. 2011. Zoning Map. Accessed October 8, 2014.
<http://www.cityofmontclair.org/civica/filebank/blobdload.asp?BlobID=6574>.

⁵ The 21,491 persons represents a conservative estimate and assumes that all residents of the Proposed Project would be new transplants to the City. Under a more realistic scenario, it is probable that a portion of the Proposed Project's residential population will have already been living within the City prior to moving onto the Plan area.

Initial Study

Montclair Place District Specific Plan

City of Montclair. 2013. *General Plan Land Use Map*. July 24, 2013. Accessed October 30, 2014. http://www.cityofmontclair.org/depts/cd/planning/general_plan_map.asp.

City of Montclair. 2018. "City of Montclair- City Demographic Profile." Accessed June 25, 2018. <https://www.cityofmontclair.org/home/showdocument?id=5515>.

3.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered 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 any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered 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 any of the public services:*

Fire protection?

Potentially Significant Impact. The Proposed Project could have an adverse impact on fire protection providers. Because the Proposed Project includes an increase in dwelling units on-site from zero to 6,321 units, additional calls for service would result, which could affect the service ratio, response time, or other performance objectives of fire protection services. Impacts are considered **potentially significant**, and as such, this issue will be further analyzed in the EIR.

Police protection?

Potentially Significant Impact. The Proposed Project may have an adverse impact on police protection providers. Because the Proposed Project includes an increase in dwelling

Initial Study

Montclair Place District Specific Plan

units on-site from zero to 6,321 units, additional calls for service would result, which could affect the service ratio, response time, or other performance objectives of police protection services. Impacts are considered **potentially significant**, and as such, this issue will be further analyzed in the EIR.

Schools?

Potentially Significant Impact. The Proposed Project would result in additional residences, which would generate additional student enrolment. Because the Proposed Project includes an increase in student enrollment, additional school children could attend schools in the area if the increased student enrollment results in new school children attending local schools. Impacts are considered **potentially significant**, and as such, this issue will be further analyzed in the EIR.

Parks?

Potentially Significant Impact. The Proposed Project, at buildout, would include 6,321 dwelling units that would result in approximately 21,491 residents (City of Montclair 2018). At least a portion of these residents are anticipated to patronize the various public park and recreation facilities located in close proximity to the Plan area. As such, potential impacts to existing parks in the area are considered **potentially significant** under the Proposed Project. This issue will be further analyzed in the EIR.

Other public facilities?

Potentially Significant Impact. Other public facilities and services provided within the City include library services and City administrative services. An increase in demand for both library services and City administrative services is generally associated with additional residential housing. As described in Section 3.13, the Proposed Project would involve residential housing; and therefore, would be expected to generate substantial population growth within the City. Thus, potential impacts to other public facilities in the area are considered **potentially significant** under the Proposed Project. This issue will be further analyzed in the EIR.

References

City of Montclair. 2018. "City of Montclair- City Demographic Profile." Accessed June 25, 2018. <https://www.cityofmontclair.org/home/showdocument?id=5515>.

Initial Study Montclair Place District Specific Plan

3.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Potentially Significant Impact. The City has approximately 43.7 acres of parkland. The City's General Plan states that standards developed by state and City policies suggest that an average of one acre of park land for each 3,000 residents is needed. At the time of General Plan adoption in 1999, this equated to a deficiency of 35 acres of parkland (City of Montclair 1999). Because no substantial amounts of park acreage have been added to the City since General Plan adoption, this deficiency has increased as the population of the City has grown from approximately 29,735 residents in 1997 to approximately 38,027 residents in 2013 (City of Montclair 2010; City of Montclair 1999).

The Proposed Project, at buildout, would include 6,321 dwelling units that would result in approximately 21,491 residents (City of Montclair 2018). At least a portion of these residents are anticipated to patronize the various public park and recreation facilities located in close proximity to the Plan area. As such, potential impacts to existing parks in the area are considered **potentially significant** under the Proposed Project. This issue will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The Proposed Project would result in the construction of open space and recreational facilities as part of implementing the MPDSP. The Proposed Project would also include pedestrian-only walkways and pedestrian-oriented streets that can be closed or open to vehicles. All recreational facilities associated with the Proposed Project would be developed on-site and would be evaluated as part of the Proposed Project. Further, the Proposed Project would result in increases in demand on the City's recreational resources and could result in the need for expanded facilities or new facilities. Therefore, implementation of the Proposed Project could result in a **potentially significant** impact. This issue will be further analyzed in the EIR.

References

- City of Montclair. 1999. *City of Montclair General Plan*. Prepared with assistance by L.D. King, Inc. Accessed November 3, 2014. http://www.cityofmontclair.org/depts/cd/planning/general_plan.asp.
- City of Montclair. 2010. *City Parks Map – Montclair, CA*. 2010. Accessed December 14, 2014. <http://www.cityofmontclair.org/about/parks.asp>.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION – Would the project:				
a) Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Potentially Significant Impact. The maximum number of dwelling units envisioned by the MPDSP is approximately 5 million square feet of residential (6,321 dwelling units) and the total additional commercial square footage envisioned by the Plan is approximately 512,635 square feet.

Transit, Bicycle, and Pedestrian Facilities

Foothill Transit provides local transit service and regional transit connections between Montclair and destinations to the west in Pomona, the San Gabriel Valley, and Downtown Los Angeles. These services include express routes, local routes, and school supplementary routes. Omnitrans provides public transit to the West Valley area of San Bernardino County. Its services include demand response for those who use ADA facilities. Riverside Transit Agency provides express service to downtown Riverside. The Metrolink San Bernardino line is the busiest of Southern California's seven Metrolink lines, running from Downtown Los Angeles east through the San Gabriel Valley and the Inland Empire to San Bernardino. It is one of the three initial lines (along with the Santa Clarita and Ventura Lines) on the original Metrolink system. The San Bernardino Line serves the following stations:

1. Union Station, Los Angeles
2. Cal State L.A., Los Angeles
3. El Monte
4. Baldwin Park
5. Covina
6. Pomona (North)
7. Claremont
8. Montclair, Montclair Transcenter
9. Upland
10. Rancho Cucamonga
11. Fontana
12. Rialto
13. Santa Fe Depot, San Bernardino

Initial Study

Montclair Place District Specific Plan

14. Downtown San Bernardino/San Bernardino Transit Center (under construction)

15. Redlands (proposed for construction)

Phase 2B of the Foothill Gold Line rail service is proposed for construction from Azusa to the Montclair Transcenter (located approximately 0.5 mile north of the Plan area). Pursuant to Assembly Bill 2574, the Montclair Transcenter is the designated terminus for the Foothill Gold Line extension from Pasadena to Montclair. Planning for the Foothill Gold Line Phase 2B (Azusa to Montclair) began in 2003, and significant work has been completed for the segment. The Final EIR for the project was certified by the Construction Authority board in March 2013, and advanced engineering and environmental consulting work began in 2014. In March 2016, Addendum No. 3 to the Final EIR was approved, allowing for phased construction of the project if deemed necessary – Glendora to Montclair and then Claremont to Montclair. Starting in 2014, the project began advanced conceptual engineering. The draft advanced conceptual engineering documents were completed in September 2016 and distributed to cities and other partner agencies for review and comment. Once complete, the advanced conceptual engineering will be made part of the design-build procurement (Foothill Gold Line 2018).

Completion of the Glendora to Montclair segment broke ground in December 2017. The first few years of the project is being used to relocate and protect strategic utilities, conduct other pre-construction activities, hire the design-build team and finalize design. Major construction is anticipated to begin in early 2020, with substantial completion anticipated in early 2026 (Foothill Gold Line 2018). The foothill corridor extension will be a part of the Los Angeles County Metro Rail System and, when completed, will be served by the Metro Gold Line. The Foothill Gold Line is being planned and implemented by the Gold Line Foothill Extension Construction Authority. Other regional transportation options that operate throughout the County include bicycle routes and park-and-ride facilities. The Inland Empire Pacific Electric Bike Trail is located in the northern section of Montclair. Montclair, San Bernardino County, and neighboring cities continue to develop new transit alternatives to improve regional mobility.

Additionally, the areas north of Moreno Street (across from the Plan area) are located within the North Montclair Downtown Specific Plan area. This plan was adopted in 2006, and amended in 2016, and sets forth transit-oriented development land use regulations for the areas near the Montclair Transcenter, which is currently a stop on the Metrolink San Bernardino Line and is a planned future stop for the Metro Gold Line light rail line (CIM Group 2015). The Plan area is approximately 0.5 mile south of the existing railroad tracks.

Initial Study

Montclair Place District Specific Plan

The Proposed Project would create a pedestrian-oriented, multi-modal, mixed-use downtown district within walking and biking distance of the Montclair Transcenter and the anticipated extension of the Foothill Gold Line. As stated above, the Montclair Transcenter, located 0.5 mile north of the Plan area, provides an array of transit services, including bus and heavy rail public transit. The Montclair Transcenter is also the designated terminus for the Gold Line light rail service. On the north border of the Montclair Transcenter is the Pacific Electric Bike Trail—a bicycle, running, horse riding and walking trail in the West Valley area of San Bernardino County, with expansive views and connections to community centers, parks, transit areas, and shopping and residential districts. The trail follows the old Pacific Electric Railway, a former, privately owned mass transit system in Southern California, also known as the Red Car system consisting of electrically powered streetcars, light-rail, and buses.

The Red Car system was the largest electric railway system in the world in the 1920s, declining only after regional planners agreed to construct a web of freeways across the region to accommodate population movement away from city centers to suburbia. Organized around the city centers of Los Angeles and San Bernardino, Red Cars connected cities in Los Angeles, Orange, Riverside, and San Bernardino Counties. When fully completed, the Pacific Electric Trail will run 21 miles east-west between Rialto and Claremont, with direct connection to the prestigious Claremont Colleges system of campuses, approximately 1.5 miles west of the Plan area. The Pacific Electric Trail has possibilities for connecting to a massive network of pathways that include the Santa Ana River Trail and San Jose Creek connecting to the San Gabriel River Trail. The Proposed Project would develop pedestrian and bicycle corridors throughout the Plan area, interconnecting these corridors with planned City development of bicycle and pedestrian paths within North Montclair Downtown Specific Plan District, including connection to the Pacific Electric Trail. The Proposed Project would encourage a reduction in automobile trips by creating a mixed-use, pedestrian-oriented, multi-modal, park-once environment with access to alternative modes of transportation, including walking, biking, Metrolink, and the proposed Gold Line extension.

The existing transit facilities within the Plan area includes the bus stops located along Monte Vista Avenue and Moreno Street. On the northbound sidewalk along Monte Vista Avenue, adjacent to the Plan area, is one bus stop for the 85/88 Omnitrans Route. On the eastbound sidewalk along Moreno Street, located adjacent to the Plan area, there are two bus stops for the 480/492 Foothill Transit Route. Other than the Pacific Electric Trail, which runs east-west about a half-mile north of the Plan area, there are currently no dedicated facilities for cyclists in the vicinity of the Plan area. The existing pedestrian facilities in the vicinity of the Plan area include the continuous sidewalks along Monte Vista Avenue, Moreno Street, and Central

Initial Study

Montclair Place District Specific Plan

Avenue. The Proposed Project would not have an adverse effect on the existing transit, bicycle, or pedestrian, facilities in the study area. Additionally, construction of the proposed project would not interrupt the existing transit, bicycle, or pedestrian facilities. The Proposed Project would introduce a bicycle and pedestrian connectivity plan to nearby transit. Further, the Proposed Project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

Roadway Facilities

The Proposed Project could potentially generate increased traffic which could adversely impact the performance of the local and regional circulation system, including intersections, residential street segments, and freeways. Therefore, the Proposed Project could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the traffic circulation system. An increase in vehicle trips could result in **potentially significant impacts**. As such, a traffic impact analysis will be conducted and the results will be included in the EIR.

- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? ⁶*

Potentially Significant Impact. The Proposed Project could conflict with the provisions of section 15064.3, subdivision (b). As such, impacts are considered **potentially significant**. A traffic impact analysis will be conducted and the results will be included in the EIR.

- c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Potentially Significant Impact. The Proposed Project would modify existing roadways leading to the Plan area. Additionally, the Proposed Project would create new circulation patterns on-site. Therefore, impacts associated with the Proposed Project are considered **potentially significant**. This issue will be further analyzed in the EIR.

- e) Would the project result in inadequate emergency access?*

Potentially Significant Impact. The Proposed Project could result in inadequate emergency access due to an increase in traffic. A traffic impact analysis is required to determine whether the project would affect emergency access. Impacts are considered **potentially significant**, and this issue will be analyzed further in the EIR.

⁶ The City, as the lead agency, may elect to be governed by the provisions of section 15064.3, subdivision (b) immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Initial Study

Montclair Place District Specific Plan

References

CIM Group. 2015. Draft Project Description. January 29, 2015.

Foothill Gold Line. 2018. "Construction Phases, Glendora to Montclair, Overview." Accessed June 25, 2018. https://foothillgoldline.org/construction_phases/glendora_to_montclair/.

3.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

Potentially Significant Impact. The Proposed Project would involve ground-disturbing activities that would have the potential to disturb tribal cultural resources, in the event that any are present on the Plan area. As such, there could be a **potentially significant** impact as a result of implementing the Proposed Project. This issue will be further analyzed in the EIR.

ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Potentially Significant Impact. The Proposed Project would involve ground-disturbing activities that could have the potential to disturb tribal cultural resources, in the event that any are present on the Plan area. As such, there could be a **potentially significant** impact as a result of implementing the Proposed Project. This issue will be further analyzed in the EIR.

3.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Potentially Significant Impact. The Inland Empire Utilities Agency (IEUA) in conjunction with the City of Montclair Public Works Department provides wastewater service and treatment to the Plan area. The following two wastewater treatment facilities operated by IEUA serve the City of Montclair: (1) the Regional Water Recycling Plant #1, which has a design flow of 44 million gallons per day (mgd) and is located at 2450 East Philadelphia Street, Ontario; and (2) the Carbon Canyon Water Recycling Facility, which has a design flow of 11.4 mgd and is located at 14950 Telephone Avenue, Chino (IEUA 2017a; 2017b). The Regional Water Recycling Plant #1 and the Carbon Canyon Water Recycling Facility operates under the RWQCB Order No. R8-2009-0021, NPDES Permit No. CA8000409, which specifies wastewater treatment requirements for both facilities.

The Conceptual Utility Study prepared for the Plan area by DRC Engineering is attached as Appendix B. The following analysis is based on information included in this study. Currently, the site discharges flows to an existing 10-inch vitrified clay pipe (VCP) public sanitary sewer system located in Monte Vista Avenue at the intersection of San Jose Street. This existing 10-inch VCP public system has been identified as sufficient under the current

Initial Study

Montclair Place District Specific Plan

condition. However, the existing 10-inch line in Monte Vista Avenue has been identified as deficient for Buildout Flow Conditions (Appendix B). Further, it should be noted that the majority of the existing site utility piping was installed in the late 1960s and is now approaching design service. Given the desire of the Proposed Project to achieve a 50+ year service life for the new MPDSP, further investigation is required.

The Proposed Project would connect to municipal water and wastewater services, which are operated and maintained by the Monte Vista Water District (MVWD) and IEUA, respectively. These entities are under regulatory obligations to treat the water to appropriate standards set by the U.S. EPA, the State Water Resources Control Board, and the RWQCB. The MVWD determined that there would be sufficient capacity to serve the proposed development. However, in the current configuration, the existing potable water system does not align with the Proposed Project development. As such, it is recommended to install a 12-inch mainline pipe in the principal streets.

The Proposed Project would require construction of new stormwater drains and infrastructure to support the newly constructed buildings and structures. Drains and infrastructure would be designed to carry stormwater flow to existing stormwater drainage facilities (Appendix B). Although there would not be a significant increase in impervious surfaces as a result of implementing the Proposed Project, further analysis is needed to determine potential impacts associated with installation of new storm drain piping.

The Proposed Project would increase the demand for electricity, natural gas, and telecommunication within the City. Upgrades would likely be required with respect to electric power and telecommunication facilities, based on the change in land use (i.e., higher density and increase in onsite technology). Further, the City is built out and upgrades in electric power, natural gas, and telecommunication capabilities are anticipated due to development in the form of revitalization of outdated or underserved areas. Upgrades to centralized power, natural gas, and telecommunication facilities would be determined by private utilities, as build-out of the City continues.

The Proposed Project would generate increased water demand and wastewater flows with the potential to exceed the capacity of existing water, wastewater, electric power, natural gas, and telecommunications facilities. Therefore, there are **potentially significant impacts** under the Proposed Project. This issue will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Potentially Significant Impact. As previously described, water service is provided by the MVWD. Based on information presented within the June 2016 Urban Water Management Plan (MVWD 2016) prepared by MVWD it is concluded that the off-site municipal facilities will have sufficient capacity to provide necessary levels of service to the Proposed Project without new or expanded entitlements (Appendix B). However, because the Proposed Project is proposing over 500 residential units and over 250,000 square feet of commercial uses, preparation of a Water Supply Assessment is required to determine whether there would be sufficient supplies of water available to serve the Proposed Project. As such, a Water Supply Assessment is being prepared for the Proposed Project and will be approved by the MVWD. The water supply required by the Proposed Project would be compared to the 2016 Urban Water Management Plan to determine whether future development could be served during normal, dry, and multiple dry years. Therefore, impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

- c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Potentially Significant Impact. As discussed under response 3.17(a), the existing 10-inch main line will require further investigation to accommodate buildout of the Proposed Project. Therefore, there are **potentially significant impacts** under the Proposed Project. This issue will be analyzed further in the EIR

- d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Potentially Significant Impact. Solid waste disposal services is provided by Burrtec Waste Industries. The nearest landfill is the Mid-Valley Sanitary Landfill, located at 2390 North Alder Avenue, Rialto. As of 2009, the Mid-Valley Landfill has an estimated remaining capacity of 67,520,000 cubic yards with an approximate cease operation date of April 2033 (CalRecycle 2010). Further analysis is required to determine the increase in solid waste generated by the Proposed Project, and whether this would exceed the capacity at the landfill. Impacts are considered **potentially significant**, and this issue will be further analyzed in the EIR.

Initial Study

Montclair Place District Specific Plan

- e) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Potentially Significant Impact. Under Assembly Bill (AB) 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. Additionally, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Further investigation is required to determine whether the Proposed Project would comply with federal, state, and local regulations. Therefore, the Proposed Project could result in **potentially significant impacts** regarding compliance with regulations related to solid waste disposal. This issue will be further analyzed in the EIR.

References

- Cal Recycle (California Department of Resources Recycling and Recovery). 2010. "Solid Waste Facility Permit, Mid-Valley Sanitary Landfill (36-AA-0055)." Permit Issued January 21, 2010. <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/>.
- IEUA. 2017. "Regional Water Recycling Plant No. 1." Accessed December 2017. <https://www.ieua.org/facilities/rp-1/>.
- IEUA. 2017b. "Carbon Canyon Water Recycling Facility." Accessed December 2017. <http://www.ieua.org/facilities/carbon-canyon-water-recycling-facility/>.
- Monte Vista Water District. 2016. Monte Vista Water District 2015 Urban Water Management Plan. Public Review Board. May 2016. Accessed December 2017. <https://www.mvwd.org/download.cfm?ID=1673>.

Initial Study Montclair Place District Specific Plan

3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zones maps, the entire City of Montclair and the Plan area is neither moderately, highly, or very highly susceptible to wildland fire (CAL FIRE 2019). Additionally, the Proposed Project must comply with the City's Emergency Operations Plan for all construction and operation. Emergency vehicle access to the Plan area during construction and operation of the Proposed Project will be provided along Monte Vista Avenue, Moreno Street, and Central Avenue. The proposed site plan, including the access driveways, will be reviewed and approved by the City during plan check review and prior to approval by the City's Planning Commission and City Council. Adherence to these requirements would reduce potential impacts related to emergency plans to a **less-than-significant** level for the Proposed Project. This issue will not be further analyzed in the EIR.

Initial Study Montclair Place District Specific Plan

- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. As previously addressed in Section 3.20(a), the Plan area is not located in a high fire hazard severity zone. The Plan area is surrounded by mostly developed properties on all sides. Under existing conditions, the Plan area is currently developed and gently slopes towards the south and west. The Plan area is entirely developed with impervious areas, which are not susceptible to exacerbating wildfire risks. Further, the Plan area does not contain extensive amounts of vegetation or wildland fuel. Therefore, it is not anticipated that the Proposed Project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **No impact** would occur, and this issue will not be analyzed further in the EIR.

- c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less Than Significant Impact. The Proposed Project would involve implementation of the MPDSP to assign and create Plan land use zones for parcels within the Plan area. The Proposed Project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of the road would exacerbate fire risk, since the road would be surrounded by developed land on all sides. Further, the Plan area is located in a predominantly developed area, and would connect to existing utilities. The Proposed Project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. Impacts would be **less than significant**, and this issue will not be analyzed further in the EIR.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. As previously addressed in Section 3.20(a), the Plan area is not located in a high fire hazard severity zone. According to the County of San Bernardino's Land Use Plan General Plan Geologic Hazard Overlays Map, the Plan area is not located in an area designated as susceptible to earthquake-induced landslides (County of San

Initial Study Montclair Place District Specific Plan

Bernardino 2010). The Plan area is currently developed and gently slopes towards the south and west; however, the Plan area and surrounding lands are relatively flat. Further, the existing Plan area is paved and it is unlikely that the Proposed Project would expose people or structures to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. **No impact** would occur, and this issue will not be analyzed further in the EIR.

References

CAL FIRE. 2019 “FHSZ Viewer.” Accessed April 26, 2019. <http://egis.fire.ca.gov/FHSZ/>.

County of San Bernardino. 2010. *San Bernardino County Land Use Plan, General Plan: Geologic Hazard Overlays, Ontario*. March 9, 2010.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study

Montclair Place District Specific Plan

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant Impact with Mitigation Incorporated. The Plan area is located in a fully developed and urbanized area, and the Plan area has been developed for approximately 50 years with the existing mall. The proposed improvements to the site and to the existing commercial structure would not degrade the quality of the environment. As the Plan area has been developed for nearly a half century, it does not currently support substantial wildlife or fish habitat, fish or wildlife populations, or plant and wildlife communities. As described in Section 3.4, Biological Resources, no endangered plants or animals are likely to occur on the Plan area. The sparsely scattered on-site ornamental vegetation does not constitute a contiguous plant community and does not provide substantial amounts of habitat for native wildlife species. Furthermore, the Proposed Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of a rare or endangered plant or animal, or restrict the range of a rare or endangered plant or animal.

Although the Proposed Project would be limited to developed and disturbed land, direct impacts to migratory nesting birds must be avoided to comply with the Migratory Bird Treaty Act and California Fish and Game Code. Migratory or nesting birds that would have the potential to utilize the on-site trees would be protected under the Migratory Bird Treaty Act. Thus, mitigation measure **MM-BIO-1** would be required to minimize any potential impacts to nesting birds and raptors.

As described in Section 3.5, Cultural Resources, the Plan area does not support any important examples of major periods in California history or prehistory. While the existing commercial structure (the former Broadway/Macy's building) was built in 1968, it is not considered to be a historical resource under CEQA, as the property did not meet any of the state or local designation criteria. In 2018, the Broadway building was demolished to make way for a new AMC theater and restaurant building that was envisioned and approved with the Montclair Plaza Expansion and Remodel project approved for the CIM Group (new owners of the property) under Case 2017-5B. As currently proposed, AMC Theater and restaurant building would be constructed in the same footprint as the existing Broadway building and tire store site. In the event that sub-surface cultural resources were to be discovered during

Initial Study

Montclair Place District Specific Plan

grading/construction activities, the resource would be preserved in accordance with mitigation measure **MM-CR-1**. Additionally, as discussed in Section 3.7, Geology and Soils, potential impacts to paleontological resources or unique geological features would be reduced upon implementation of mitigation measure **MM-GEO-1**. Therefore, the Proposed Project would not eliminate important examples of the major periods of California history. For these reasons, implementation of the Proposed Project would result in **less than significant impacts with mitigation incorporated** on sensitive species and important examples of California history. No additional mitigation measures are required.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Potentially Significant Impact. The Proposed Project could have impacts that are individually limited but cumulatively considerable. The EIR will analyze past, present, and reasonably foreseeable projects in the vicinity of the Plan area. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed in the EIR

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact. The Proposed Project could have environmental effects that would cause substantial adverse effects on human beings. Therefore, impacts are considered **potentially significant**, and this issue will be analyzed in the EIR

Initial Study
Montclair Place District Specific Plan

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Initial Study Montclair Place District Specific Plan

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Initial Study
Montclair Place District Specific Plan

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APPENDIX A

California Natural Diversity Database Search Results



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Glendora (3411727) OR Mt. Baldy (3411726) OR Cucamonga Peak (3411725) OR San Dimas (3411717) OR Ontario (3411716) OR Guasti (3411715) OR Yorba Linda (3311787) OR Prado Dam (3311786) OR Corona North (3311785))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Abronia villosa</i> var. <i>aurita</i> chaparral sand-verbena	PDNYC010P1	None	None	G5T2T3	S2	1B.1
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
<i>Aimophila ruficeps canescens</i> southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
<i>Ammodramus savannarum</i> grasshopper sparrow	ABPBXA0020	None	None	G5	S3	SSC
<i>Anaxyrus californicus</i> arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
<i>Anniella stebbinsi</i> southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Aquila chrysaetos</i> golden eagle	ABNKC22010	None	None	G5	S3	FP
<i>Arctostaphylos glandulosa</i> ssp. <i>gabrielensis</i> San Gabriel manzanita	PDERI042P0	None	None	G5T3	S3	1B.2
<i>Arizona elegans occidentalis</i> California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
<i>Artemisiospiza belli belli</i> Bell's sage sparrow	ABPBX97021	None	None	G5T2T3	S3	WL
<i>Asio otus</i> long-eared owl	ABNSB13010	None	None	G5	S3?	SSC
<i>Aspidoscelis hyperythra</i> orange-throated whiptail	ARACJ02060	None	None	G5	S2S3	WL
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
<i>Astragalus brauntonii</i> Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex coulteri</i> Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Batrachoseps gabrieli</i> San Gabriel slender salamander	AAAAD02110	None	None	G2G3	S2S3	
<i>Berberis nevinii</i> Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
<i>Brodiaea filifolia</i> thread-leaved brodiaea	PMLIL0C050	Threatened	Endangered	G2	S2	1B.1
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>California Walnut Woodland</i> California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
<i>Callophrys mossii hidakupa</i> San Gabriel Mountains elfin butterfly	IILEPE2206	None	None	G4T1T2	S1S2	
<i>Calochortus clavatus var. gracilis</i> slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
<i>Calochortus plummerae</i> Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
<i>Calochortus weedii var. intermedius</i> intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T2	S2	1B.2
<i>Calystegia felix</i> lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
<i>Campylorhynchus brunneicapillus sandiegensis</i> coastal cactus wren	ABPBG02095	None	None	G5T3Q	S3	SSC
<i>Canyon Live Oak Ravine Forest</i> Canyon Live Oak Ravine Forest	CTT61350CA	None	None	G3	S3.3	
<i>Catostomus santaanae</i> Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	
<i>Centromadia pungens ssp. laevis</i> smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
<i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse	AMAFD05031	None	None	G5T3T4	S3S4	SSC
<i>Chorizanthe parryi var. parryi</i> Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
<i>Cladium californicum</i> California saw-grass	PMCYP04010	None	None	G4	S2	2B.2
<i>Claytonia lanceolata var. peirsonii</i> Peirson's spring beauty	PDPOR03097	None	None	G5T1Q	S1	3.1
<i>Coastal and Valley Freshwater Marsh</i> Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Coleonyx variegatus abbotti</i> San Diego banded gecko	ARACD01031	None	None	G5T3T4	S1S2	SSC
<i>Coturnicops noveboracensis</i> yellow rail	ABNME01010	None	None	G4	S1S2	SSC
<i>Crotalus ruber</i> red-diamond rattlesnake	ARADE02090	None	None	G4	S3	SSC
<i>Cypseloides niger</i> black swift	ABNUA01010	None	None	G4	S2	SSC
<i>Diplectrona californica</i> California diplectronan caddisfly	IITRI23010	None	None	G1G2	S1S2	
<i>Dipodomys merriami parvus</i> San Bernardino kangaroo rat	AMAFD03143	Endangered	None	G5T1	S1	SSC
<i>Dipodomys stephensi</i> Stephens' kangaroo rat	AMAFD03100	Endangered	Threatened	G2	S2	
<i>Dodecahema leptoceras</i> slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
<i>Dudleya densiflora</i> San Gabriel Mountains dudleya	PDCRA040B0	None	None	G2	S2	1B.1
<i>Dudleya multicaulis</i> many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Ensatina klauberi</i> large-blotched salamander	AAAAD04013	None	None	G5T2?	S3	WL
<i>Eremophila alpestris actia</i> California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
<i>Eriastrum densifolium ssp. sanctorum</i> Santa Ana River woollystar	PDPLM03035	Endangered	Endangered	G4T1	S1	1B.1
<i>Eriogonum microthecum var. johnstonii</i> Johnston's buckwheat	PDPGN083W5	None	None	G5T2	S2	1B.3
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3S4	WL
<i>Fimbristylis thermalis</i> hot springs fimbristylis	PMCYP0B0N0	None	None	G4	S1S2	2B.2
<i>Gila orcuttii</i> arroyo chub	AFCJB13120	None	None	G2	S2	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Horkelia cuneata</i> var. <i>puberula</i> mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
<i>Icteria virens</i> yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
<i>Imperata brevifolia</i> California satintail	PMPOA3D020	None	None	G4	S3	2B.1
<i>Lampropeltis zonata</i> (<i>parvirubra</i>) California mountain kingsnake (San Bernardino population)	ARADB19062	None	None	G4G5	S2?	WL
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	
<i>Lasiurus xanthinus</i> western yellow bat	AMACC05070	None	None	G5	S3	SSC
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
<i>Lepidium virginicum</i> var. <i>robinsonii</i> Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	SSC
<i>Lilium parryi</i> lemon lily	PMLIL1A0J0	None	None	G3	S3	1B.2
<i>Linanthus concinnus</i> San Gabriel linanthus	PDPLM090D0	None	None	G2	S2	1B.2
<i>Lithobates pipiens</i> northern leopard frog	AAABH01170	None	None	G5	S2	SSC
<i>Monardella australis</i> ssp. <i>jokerstii</i> Jokerst's monardella	PDLAM18112	None	None	G4T1	S1	1B.1
<i>Monardella macrantha</i> ssp. <i>hallii</i> Hall's monardella	PDLAM180E1	None	None	G5T3	S3	1B.3
<i>Muhlenbergia californica</i> California muhly	PMPOA480A0	None	None	G4	S4	4.3
<i>Myotis yumanensis</i> Yuma myotis	AMACC01020	None	None	G5	S4	
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.1
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
<i>Nyctinomops femorosaccus</i> pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Oreonana vestita</i> woolly mountain-parsley	PDAPI1G030	None	None	G3	S3	1B.3



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Orobanche valida ssp. valida</i> Rock Creek broomrape	PDORO040G2	None	None	G4T2	S2	1B.2
<i>Ovis canadensis nelsoni</i> desert bighorn sheep	AMALE04013	None	None	G4T4	S3	FP
<i>Perognathus longimembris brevinasus</i> Los Angeles pocket mouse	AMAFD01041	None	None	G5T1T2	S1S2	SSC
<i>Phacelia stellaris</i> Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Poliophtila californica californica</i> coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
<i>Rana muscosa</i> southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	WL
<i>Rhaphiomidas terminatus abdominalis</i> Delhi Sands flower-loving fly	IIDIP05021	Endangered	None	G1T1	S1	
<i>Rhinichthys osculus ssp. 3</i> Santa Ana speckled dace	AFCJB3705K	None	None	G5T1	S1	SSC
<i>Riversidian Alluvial Fan Sage Scrub</i> Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
<i>Sagittaria sanfordii</i> Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
<i>Salvadora hexalepis virgultea</i> coast patch-nosed snake	ARADB30033	None	None	G5T4	S2S3	SSC
<i>Senecio aphanactis</i> chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
<i>Setophaga petechia</i> yellow warbler	ABPBX03010	None	None	G5	S3S4	SSC
<i>Sidalcea neomexicana</i> salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
<i>Southern California Arroyo Chub/Santa Ana Sucker Stream</i> Southern California Arroyo Chub/Santa Ana Sucker Stream	CARE2330CA	None	None	GNR	SNR	
<i>Southern Coast Live Oak Riparian Forest</i> Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
<i>Southern Cottonwood Willow Riparian Forest</i> Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
<i>Southern Sycamore Alder Riparian Woodland</i> Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
<i>Southern Willow Scrub</i> Southern Willow Scrub	CTT63320CA	None	None	G3	S2.1	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Streptanthus bernardinus</i> Laguna Mountains jewelflower	PDBRA2G060	None	None	G3G4	S3S4	4.3
<i>Symphyotrichum defoliatum</i> San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
<i>Symphyotrichum greatae</i> Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
<i>Taricha torosa</i> Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thamnophis hammondi</i> two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
<i>Thelypteris puberula var. sonorensis</i> Sonoran maiden fern	PPTHE05192	None	None	G5T3	S2	2B.2
<i>Thysanocarpus rigidus</i> rigid fringepod	PDBRA2Q070	None	None	G1G2	S1	1B.2
<i>Viola pinetorum ssp. grisea</i> grey-leaved violet	PDVIO04431	None	None	G4G5T3	S3	1B.3
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 113

APPENDIX B

Conceptual Utility Study

CONCEPTUAL UTILITY STUDY

For:

MONTCLAIR PLACE
5060 Montclair Plaza Lane
Montclair, California 91763

Prepared for:
Gregory Williams

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July 24, 2017

DRC Project No. 17-405



TABLE OF CONTENTS

SECTION 1.0

NARRATIVE

- Introduction
- Project Description
- Location Map

SECTION 2.0

EXISTING CONDITIONS

- General Site Condition
- Sanitary Sewer Facilities
- Storm Drain Facilities
- Water Facilities
- Dry Utility Facilities

SECTION 3.0

PROPOSED DEVELOPMENT

- Initial Phase:
 - Municipal Sanitary Sewer Facilities
 - On-Site Sanitary Sewer Improvements
 - Storm Drain Improvements
 - Water Improvements
 - Dry Utility Improvements
- Final Build-Out:
 - Sanitary Sewer Improvements
 - Storm Drain Improvements
 - Water Improvements
 - Dry Utility Improvements

List of Tables:

<i>Table 3.0</i>	<i>Proposed District Area & Density</i>
<i>Table 3.1</i>	<i>High Density Residential Forecast Demand Factor</i>
<i>Table 3.2</i>	<i>Commercial Forecast Demand Factor</i>
<i>Table 3.3</i>	<i>Initial Phase Sanitary Sewer Demand Calculation</i>
<i>Table 3.4</i>	<i>Initial Phase Residential Potable Water Demand Calculation</i>
<i>Table 3.5</i>	<i>Initial Phase Commercial Potable Water Demand Calculation</i>
<i>Table 3.6</i>	<i>Initial Phase Potable Water Demand Calculation</i>
<i>Table 3.7</i>	<i>Buildout Sanitary Sewer Demand Calculation</i>
<i>Table 3.8</i>	<i>Buildout Potable Water Demand Calculation</i>

APPENDICES

Appendix 'A' – Agency Contact Information
Appendix 'B' – Existing Composite Utility Plan
Appendix 'C' – Proposed initial Phase Composite Conceptual Utility Plan
Appendix 'D' – Proposed Final Buildout Composite Conceptual Utility Plan
Appendix 'E' – Final Draft Montclair Sewer Master Plan
Appendix 'F' – IEUA Urban Water Management Plan
Appendix 'G' – Integrated Water Resources Plan
Appendix 'H' – MVWD Urban Water Management Plan
Appendix 'I' – Initial Phase Density Exhibit
Appendix 'J' – Final Buildout Density Exhibit
Appendix 'K' – Record Drawings
Appendix 'L' – Dry Utility Facility Maps
Appendix 'M' – NOAA Atlas

SECTION 1.0 – NARRATIVE

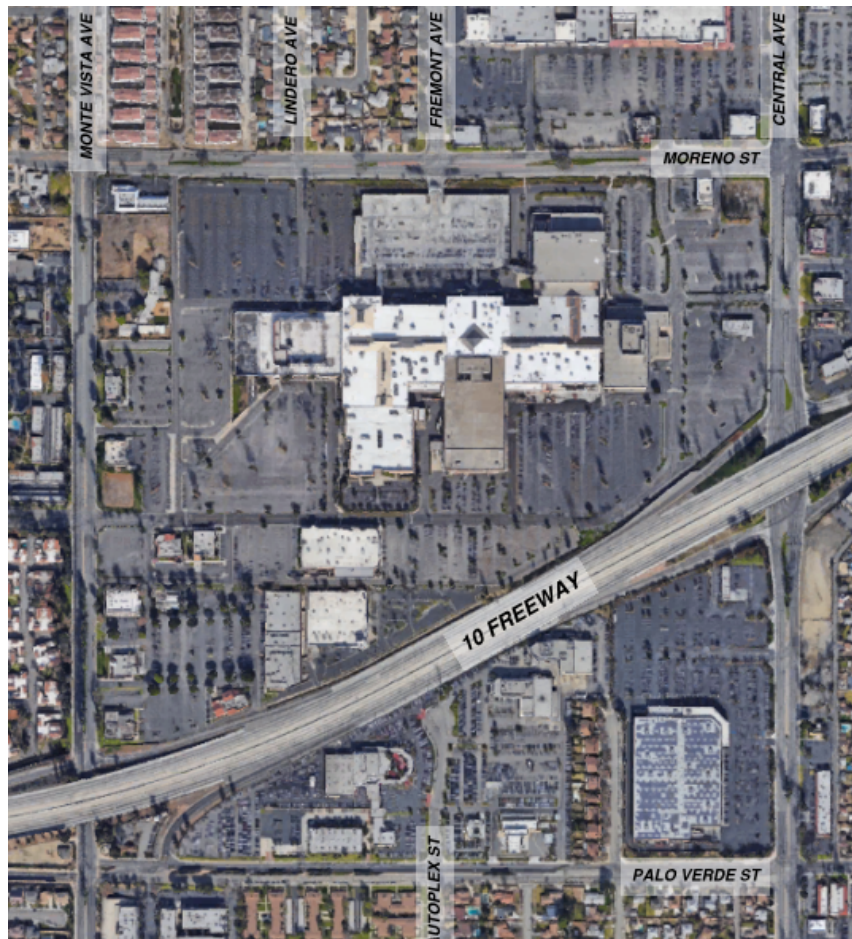
Introduction

The purpose of this report is to conceptually estimate the utility demands required for the development of the Montclair Place Revitalization project. This report approximates the demand of the project in the initial phase as well as the estimated 30-year build out of the project and provides conceptual utility layouts based on these demands. Conceptual utility demands are calculated based on the maximum allowable density per phase, as calculated by Studio One Eleven.

Project Description

Located at the westernmost edge of San Bernardino County, Montclair Plaza is the region's premier shopping destination nestled at the Los Angeles, Orange County, and Inland Empire crossing. Built in 1968 the mall encompasses approximately 80 acres and is bound by the 10 freeway to the south, Central Avenue to the east, Moreno Street to the north and Monte Vista Avenue to the west. Additionally, there is a commercial complex of approximately 14 acres south of the mall that is included in this study. The development will be divided into four distinct districts surrounding the existing mall. The districts will be comprised of mostly medium to high density residential units with incorporated commercial portions.

Location Map



SECTION 2.0 – EXISTING CONDITIONS

General Site Condition

Currently the mall houses approximately 15 acres of connected indoor retail space on an approximately 80-acre site. The mall is anchored by a Sears, J.C. Penny, Macy's and Nordstrom's department stores. The mall was built in 1968 and has had numerous additions and renovations over the years. In addition to the main mall there are numerous other free-standing commercial buildings located within the project boundaries.

The site naturally drains from the northwest corner of the site to the southeast corner with slopes generally ranging from 1%-5%. There is a total grade difference of approximately 50' as measured from the intersection of Central Avenue and Moreno Street to the intersection of Monte Vista Avenue and San Jose Avenue.

Sanitary Sewer Facilities

The City of Montclair has recently received a draft Sewer Master Plan prepared by David Evans and Associates for planning purposes. This study currently does not account for any future significant development at Montclair Plaza. However, based on initial discussions with the City there can be an amendment to the study to account for the revitalization of the mall. For the scope of this report the study has been referenced in regards to the current condition of the municipal sewer lines adjacent to the project.

In general terms, the municipal sewer flows south and west across the City to an IEUA (Inland Empire Utility Authority) trunk line for conveyance to a regional treatment plant (*David Evans & Associates; Page 1-1*). The site is located at the northern edge of Basin ID 5, as identified in Figure 3-1 (*David Evans & Associates; Page 3-2*). The project discharges sewer flows from the site into an existing 10-inch VCP public sanitary sewer system located in Monte Vista Avenue at the intersection of San Jose Street. This existing 10-inch public system has been identified within the Sewer Master Plan as sufficient in the current condition (*Figure 5-1 Deficient Line Segments, 5-1 David Evans & Associates; Page 5-2*). However due to the age of the line, the primary point of connection for the site at the intersection of Monte Vista Avenue and San Jose Street has been recommended in the Master Plan to be reline (*Figure 7-1 Recommended Sewer Rehabilitation for Structural Defects, David Evans & Associates; Page 7-4*).

Onsite in the existing condition flows from the site are split into a northern system and a southern system. The most upstream point of the northern system is the existing tire center adjacent to Central Avenue. From this point flows are conveyed along the north side of the existing Broadway building in an 8-inch VCP sanitary sewer line to the existing Sears building. At this point the pipe transitions to a 10-inch ductile iron pipe and crosses under the Sears building. After the flows pass under the Sears building the pipe transitions back to an 8-inch VCP pipe and runs west parallel to Moreno Street. The flows turn south and run parallel to Monte Vista Avenue at the corner of the existing Macy's building. From there the system runs south to the existing onsite ring road (formerly San Jose Street) to a point approximately 350 feet east of the intersection of San Jose Street and Monte Vista Avenue.

The southern sanitary sewer system starts at the southeast corner of the existing Broadway building and is conveyed in an 8-inch VCP pipe that flows west to the existing JC Penny's building. From there the system runs south to the existing onsite ring road (formerly San Jose Street). At this point the flows are conveyed under the ring road to a point approximately 350 feet east of the intersection of San Jose Street and Monte Vista Avenue. This is the point of confluence of flows discharging south from the northern system and flows discharging west from the southern system. The combined flows are carried

east via an 8-inch VCP main approximately 350 feet to the intersection of San Jose Street and Monte Vista Avenue where it is discharged into the existing 10-inch public sanitary sewer system.

Storm Drain Facilities

As previously stated the site drains from the northeast corner to the southwest corner with slopes ranging from 1-5%. The site is divided in half by the mall building with the high point occurring at the northeast corner of the existing Sears building. The private on-site storm drain currently has three known connections to the municipal storm drain. The municipal storm drain is owned by the City of Montclair and discharges to the groundwater re-charge basins located approximately ¼ mile due west of the site. The municipal storm drain begins as a 72" RCP storm drain at approximately the southeast most corner of the existing property, near the I-10 on ramp from Central Avenue. Approximately south of the existing JC Penney building the 72" RCP transitions to ±900 linear feet of open concrete lined channel. The final channel transitions to a 7-foot by 4-foot reinforced concrete box and eventually discharges to a regional retention facility approximately 1,500 feet west of the site.

Connection #1 is a 30" RCP pipe located on the east side of the property. This line runs south at approximately 1% and connects to the City of Montclair's 72" RCP. This connection conveys the eastern portion of the site flows. Based on today's typical storm drain design guidelines this connection can convey approximately 38 CFS in unpressurized flow.

Connection #2 is an 18" RCP located near the east edge of the existing JC Penney's building. This line runs south at approximately 3% and appears to be connected at or near the transition from 72" RCP to channel. This connection conveys portions of the building and portions of the south-central site. Based on today's typical storm drain design guidelines this connection can convey approximately 17 CFS in unpressurized flow.

Connection #3 is a 42" RCP located in the drive aisle to the San Jose Street intersection with Monte Vista Avenue. This line runs west at approximately 1% and connects to city owned 48" RCP located in Monte Vista Avenue. This connection is the point of discharge for the majority of the site with a 36" RCP for the north-central and northwest flows, there is also 27" RCP running east to pick up the back of house and southern portions of the site. Based on typical storm drain design guidelines the 42" RCP connection can convey approximately 93.5 CFS in unpressurized flow. The 36" RCP to the north can convey approximately 87.5 CFS in unpressurized flow. The 27" RCP to the east can convey approximately 25.7 CFS in unpressurized flow.

Connection #4 is an 24" RCP located in the drive aisle south of the San Jose Street Intersection located north of a multi-tenant outparcel building. This line runs west at approximately 3.8% and connects to city owned 48" RCP located in Monte Vista Avenue. This connection conveys the southern out parcel buildings and portions of the south-central site. Based on today's typical storm drain design guidelines this connection can convey approximately 40.9 CFS in unpressurized flow.

At the time of this report "As-Built" and record drawings had not been obtained for the southwest most portion of the overall retail center. Based on examination of site photos and other methods there are at least 2 known routes for storm water to depart this area. Approximately ¼ of an acre which is the Black Angus parking lot appears to discharge from the site via a parkway drain from the west side of the parking lot into Monte Vista Avenue. The majority of the southwest retail center surface flows to curb and gutter running along the southern property boundary. The curb and gutter has a number of catch basins and it has been assumed these catch basins are connected to the reinforced box channel, due to the proximity of catch basin to channel.

Water Facilities

The project site is located within the jurisdiction of the Monte Vista Water District (MVWD). As outlined in the June 2016 Urban Water Management Plan (UWMP) the district currently has a total ground water well production capacity of approximately 30 MGD (Million Gallons per Day) (*Table 2-3 Active Ground Water Wells, Monte Vista Water District; Page 2-7*). The site currently has four main points of connection to the public Monte Vista municipal water supply system via 12-inch ductile iron laterals. Service is connected on the north to an existing 30-inch line in Moreno Street, east to an existing 12-inch line in Central Avenue, and west to an existing 12-inch line in Moreno Avenue at the intersection of San Jose Street and approximately 250' south.

Onsite water service is maintained through a 12-inch ductile iron system that runs a loop around the site. Individual tenant meters and fire services are supplied from the 12-inch system. Over time as the mall has been re-configured and additions added the 12-inch system has been tapped, portions re-routed and sub-loops added on.

Dry Utility Facilities

The site is currently has underground electrical facilities owned and operated by Southern California Edison (SCE) to the north and east and underground and overhead electrical facilities, also owned and operated Southern California Edison, to the west. There is existing underground primary distribution voltage (16kv or less) electric lines in Central Avenue (to the east), Moreno Street (to the north) with underground facilities on the east side of Monte Vista Avenue and overhead facilities on the west side of Monte Vista Avenue. Within the project site boundaries there are numerous electrical facilities including, but not limited to, five (5) underground vaults ranging in size from 8'x26' to 14'x57', thirteen (13) transformers in various sizes including 72"x94" and 8'x10', and a handful of smaller auxiliary structures such as 3'x5' pullboxes and 17"x30" handholes. The onsite electrical system is a looped system that appears to tie together in a circular direction from vault to vault with primary and secondary runs branching off to a number of the aforementioned transformers and tying back into the offsite systems to the north, east and west. There does not appear to be any transmission voltage lines (33kv+) onsite or on any of the surrounding offsite streets.

Natural gas facilities owned and operated by The Southern California Gas Company (SCG) are located to the north, east and west of the project site. There is an existing 8" SCG mainline running north to south in Central Avenue which currently provides natural gas service to the existing tire shop and multiple points of service to the adjacent shopping center to the east. To the north of the site on Moreno Street SCG currently operates a 2" gas mainline from Central Avenue to just west of S. Montclair Plaza Lane and a 2" gas main from Monte Vista Avenue to just east of Lindero Avenue. In Monte Vista Avenue, there is currently a 2" gas main running north and south which provides multiple services to the existing units located on the west side of the site and provides multiple services to adjacent properties on the west side of Monte Vista Avenue. There are also gas main/service branches entering the project site on Plaza Lane from the west, Lindero Avenue from the north and in E. Montclair Plaza Lane (fed from form Lindero Avenue). These main/service branches feed multiple meters throughout the site with units to the south being fed from Plaza Lane and units to the north being fed from Lindero Avenue or E. Montclair Plaza Lane.

Copper and fiber telephone facilities owned and operated by Frontier Communication (formerly Verizon) are adjacent to the site on the north and west sides. Based on the information provided by Frontier on their facility inventory maps it does not appear there are existing telephone facilities located in Central Avenue adjacent to our site at this time. There are existing fiber and copper facilities located within the project site boundary with services feeding multiple units. The main feed for the onsite telephone system



appears to be coming from the north off of Moreno Street. There are at least two (2) existing telephone manholes located within the site, these would be the main points of the telephone underground system.

There is currently CATV facilities owned and operated Spectrum (formerly Time Warner Cable) immediately to the north and west of the site. Based on the information provided by Spectrum on their facility inventory maps it does not appear there are existing CATV facilities located in Central Avenue adjacent to our site at this time. There are existing CATV facilities located within the project site boundary with services feeding multiple units. The main feed for the onsite telephone system appears to be coming from the north off of Moreno Street. There are a number of existing CATV "pedestals" located within the site, these would be the main points of the CATV underground system.

SECTION 3.0 – PROPOSED DEVELOPMENT

Proposed Development-

Montclair Place revitalization will be comprised of five distinct districts of varying densities. Development of the Montclair Place is proposed to move forward in multiple phases of construction. The initial phase consists of development in three of the five districts as identified in Section 3.1. Phasing beyond the initial phase has not yet been determined, however a preliminary final layout has been established and is examined in Section 3.2 as part of the Final Build-out. Development values are based on phasing plans and land use area summary tables provide by Studio One Eleven in June 2017. For the purposes of utility planning the retail and office areas are assumed to equate 1,000 SF to a dwelling unit as exact business types and number of offices has not yet been established. See Table 3.0 below for proposed district density and area breakdown.

Table 3.0 Proposed District Area & Density

DISTRICT	PARCEL AREA (SF)	PARCEL AREA (AC)	RESIDENTIAL UNITS*	DENSITY (DU/AC)*	RETAIL OFFICE (SF)	Office DU	TOTAL DU
The Village	328,863	7.55	244	45	27,000	27	271
Creative Core	695,903	15.98	959	60	50,000	50	1,009
Montclair Place	1,030,385	23.65	0	0	1,115,012	1116	1,116
Mixed-use District	908,265	20.85	1,873	120	30,000	30	1,903
The Campus	566,493	13.00	1,300	100	0	0	1,300
Macy's	548,692	12.60	0	0	273,301	274	274
Total	4,078,601	93.63	4,376		1,495,313	1497	5,873

Utility Planning-

During preparation of this report multiple sources and planning documents were utilized to estimate the required infrastructure. It should be noted no planning documents reviewed or utilized had basis for the planned level of dwelling unit per acre as is being sought. In the sections that follow assumptions made in the various regional planning documents were utilized and the planning basis of demands were proportioned up relative to the planned dwelling units per acre.

However, it must be noted the majority of the existing site utility pipe is original to the site and was installed in the late 1960s. These systems are now approaching design service life. Prior to commencement of construction documents, it is advised to perform a sewer/storm drain line cleaning and camera inspection in conjunction with localized pot-holing to evaluate material condition of the existing gravity flow lines. Given the desire for all utility systems to achieve 50+ service life for the new community; it is advisable to have material testing performed on sections of sewer and storm drain utility pipes as removed during demolition work. Portions of the existing water service connections to Central Avenue and Monte Vista Avenue may also be desired to remain in service, as such it advisable to obtain portions of the existing service line during demolition work and perform material testing in order to determine suitability for those pipes to remain versus replacement.

3.1 – Initial Phase

The initial planned development phase proposed will be primarily comprised of residential units. Generally lower floors of the proposed buildings will be offered as retail/office spaces as typically found in urban environments. The initial phase will consist of:

1. The Village District – Approximately 7.55 acres located in the northwest corner of the site near the intersection of Monte Vista Avenue and Moreno Street. This area is currently utilized as a overflow mall parking field.
2. Mixed Use District – Approximately 20.85 acres located in the northeast portion of the site near the intersection of Central Avenue and Moreno Street. Portions of this area are currently undeveloped. The remainder will undergo concurrent or staged demolition of existing out-parcel tenant spaces and a portion of the existing mall building structure.
3. Creative Core District – Approximately 15.98 Acres located to west side of the site near intersection of San Jose Street and Monte Vista Avenue. This area is currently utilized as an overflow parking field with out-parcel tenant spaces. Current tenant spaces shall be demolished concurrently with development.

The existing mall is largely to remain in-tact with current utility services remain in place and active during the initial phase of development.

Municipal Sanitary Sewer Facilities

As noted above in Section 2.0, Montclair recently received a Sewer Master Plan, the report utilized a d/D ratio of 0.5 – 0.75 as the range for sufficient capacity sewer pipes (d/D ratio is a measure of the depth of flow (d) to the diameter of pipe (D)). The site currently connects to the existing Monte Vista 10-inch line via a 8-inch lateral near the intersection of San Jose Street and Monte Vista Avenue. The existing 10-inch line in Monte Vista Avenue has been identified as deficient for Buildout Flow Conditions (structural surcharge $d/D > 1.0$) from approximately E. Arrow Highway south to San Bernardino Street (Figure 5-2, David Evans & Associates; Page 5-3). The existing 10" Monte Vista Avenue pipe was identified as a recommended pipeline project (4b) to upgrade approximately 5,400 LF of pipe to 15-inch (Table 8-5, David Evans & Associates; Page 8-9).

On-Site Sanitary Sewer Facilities

For on-site evaluation of existing capacity and future capacity the proposed development required translation for comparison to existing relevant planning documents with methodology to convert expected to pipe flow for analysis. In Table 3.1 and Table 3.2 baseline value were established from Table 3-3 for Meter Basin No. 5 for use in forecasting demand (Table 3-3, David Evans & Associates; Page 3-17).

Table 3.1 High Density Residential Forecast Demand Factor

Gallons per day gpd	22 DU/AC
(22 DU/AC)**	4200.00 GPD/AC
GPM/DU AC	2.92 GPM/AC
CFS/AC	0.0065 CFS/AC
Peak flow (2.5 PF)	0.0162 CFS/AC

****Per Table 3-3 Sewer Master Plan**

Table 3.2 Commercial Forecast Demand Factor

Gallons per day per AC**	2800.00 GPD/AC
GPM/DU AC	1.94 GPM/AC
CFS/AC	0.0043 CFS/AC
Peak flow (2.5 PF)	0.0108 CFS/AC

****Per Table 3-3 Sewer Master Plan**

Based on review of record drawings in addition to the existing topographical elevations it is assumed that all new site sewer shall be installed at a 1% minimum slope. The initial phase areas to be served were evaluated for capacity with the expectation that a minimum size of 6-inch connection laterals be utilized from existing public main lines to the individual buildings. Depth of flow (Y_c) was evaluated for use with the existing onsite 8-inch connection to the existing 10-inch public main line in Monte Vista Avenue.

Table 3.3 Initial Phase Sanitary Sewer Demand Calculation

DISTRICT	PARCEL AREA (AC)	RESIDENTIAL DU/AC	BASIS RATIO	≈EQUIVALENT DEMAND (CFS)	RETAIL/ OFFICE AC	COMMERCIAL USE (CFS)	≈COMBINED FLOW (CFS)	Y_c	d/D
The Village	7.55	45	2.05	0.033	0.6	0.006	0.040	0.070	0.104
Creative Core	15.98	60	2.73	0.044	1.1	0.012	0.056	0.090	0.134
Mixed Use	20.85	120	5.45	0.088	0.7	0.008	0.096	0.110	0.164

Based on the findings and methodology that was used the existing site onsite 8-inch sewer pipe should have sufficient capacity to convey expected initial phase sewer flows to the 10-inch main line in Monte Vista Avenue.

Storm Drain Facilities

To examine the expected storm drain flows for the proposed site, the 25-year storm event is required by the County of San Bernardino to be conveyed within the pipe. The NOAA Atlas was used to determine the expected storm intensity. For the areas involved local times of concentration were assumed to be 10 minutes. Per the NOAA Atlas the 10 minute, 25 years storm event has an intensity of 2.71 inches per hour. Business neighborhood areas and apartment dwelling both have a common runoff coefficient range of 0.5 – 0.7, therefore for preliminary planning a coefficient of 0.7 will be utilized.

1. The Village District – Approximately 7.55 acres located in the northwest corner of the site near the intersection of Monte Vista Avenue and Moreno Street. This area will be connected to the municipal system at point of connection #3 via a 36" RCP pipe. It would be expected for approximately 14.3 CFS of runoff to be generated from this area. This area is currently utilized as an overflow mall parking field and is likely the flow generation will be decreased. However, in the existing configuration this area does not appear to have a unique service line. Therefore, it is recommended to install approximately 300 linear feet of 36" storm drain pipe. This pipe will have anticipated capacity of 35.9 CFS which will allow for future connections during subsequent phases.
2. Mixed Use District – Approximately 20.85 acres located in the northeast portion of the site near the intersection of Central Avenue and Moreno Street. Portions of this area are currently undeveloped. This portion of the site will be connected at point of connection #1 via the 30" RCP. It would be expected for approximately 39.6 CFS of runoff to be generated from this area. This exceeds recommended capacity for the existing connection. Therefore it may be necessary to upsize the existing 30" RCP. A more detailed analysis upon completion of grading and drainage plans would be necessary to confirm this analysis.

3. Creative Core District – Approximately 15.98 Acres located to west side of the site near intersection of San Jose Street and Monte Vista Avenue. This area will be connected to the municipal system via point of connection #3 via a 27" RCP pipe and point of connection #4 via a 24" RCP. It would be expected for approximately 30.3 CFS to be generated in this area. Provided 2/3 of this portion be directed to the existing 24" connection it is expected the existing points of connection will have sufficient capacity to handle the additional flows.

In discussion with the City, in order for the site to utilize the existing connections with minimal additional storm water treatment systems utilized they have verbally stated the use of hydro-dynamic separators (such as a CDS unit) be installed on redeveloped storm drain connections.

Water Facilities

As stated in the June 2016 Urban Water Management Plan (UWMP) "...the District can expect its available supplies to significantly exceed anticipated demands over the 25-year planning period." (Executive summary Monte Vista Water District; Page ES-4.) The Monte Vista Water Master Plan also recognizes the fact the majority of water supply piping in the area is reaching the end of projected service life. The District Master Plan calls for pipeline replacement and construction and/or rehabilitation of additional storage facilities to meet needed capacity (Section 2.3 Monte Vista Water District; Page 2-6.) Based on information presented within the June 2016 Urban Water Management Plan prepared by Monte Vista Water District it is concluded the off-site municipal facilities will have sufficient capacity to provide necessary level of service to the proposed development.

The recent Monte Vista Water District Management Plan June 2016 was utilized in examining the proposed development determining expected water demands. Table 3.4 below outlines the findings for residential potable water demand expectations and Table 3.5 shows the findings for commercial use.

Table 3.4 Initial Phase Residential Potable Water Demand Calculation

Acre Feet Per Year Per Acre	25 DU/AC
(ex. High density of 25 DU/AC)**	14.98 AF/YR
CF per year	652529 CF/YR
CF per day	1788 CF/DA
Peak CF/hr (assume 6 hr demand)	298 CF/HR
Peak demand	0.083 CFS
Peak demand	37.1 GPM
**Value based on nearby Upland High density value in Monte Vista Water Management Plan June 2016 (avg.	

Table 3.5 Initial Phase Commercial Potable Water Demand Calculation

Acre Feet Per Year Per Acre	
(ex. High density of 25 DU/AC)**	2.31 AF/YR
CF per year	100624 CF/YR
CF per day	276 CF/DAY
Peak CF/hr (assume 6 hr demand)	46 CF/HR
Peak demand	0.013 CFS
Peak demand	5.7 GPM
**Value based on Commerical values in Monte Vista Water Management Plan June 2016 (avg. 2015-2040) Appendix D of	

Table 3.6 below reflects the expected demands for the proposed site when factored for the proposed higher density residential layouts. Based on the expected demands the existing on-site 12-inch looped system is expected to have sufficient capacity to serve the proposed development. However, in the current configuration the existing potable water system does not align with the proposed development. As the site progresses it is recommended to install 12-inch mainlines in the principal streets. Side streets would be served by small diameter pipe in connecting loops dependent on individual phase demands.

Table 3.6 Initial Phase Potable Water Demand Calculation

DISTRICT	PARCEL AREA (AC)	RESIDENTIAL DU/AC	BASIS RATIO	≈EQUIVALENT DEMAND (GPM)	RETAIL/ OFFICE DU/AC	COMMERCIAL USE (GPM)	≈COMBINED DEMAND (GPM)
The Village	7.55	45	1.80	67	12.7	72.7	139.7
Creative Core	15.98	60	2.40	90	3.1	17.9	107.9
Mixed-use District	20.85	120	4.80	179	5.7	32.8	211.8

Based on the calculations shown the proposed 12-inch loop system with demand sized size branch lines will provide sufficient capacity to serve the potable water requirements for proposed site.

Dry Utility Facilities

Based on the information we currently have, it appears that there is sufficient electrical “source” to complete the Phase 1 portion of the proposed development without the need for any “major” electrical system upgrade. However, dependent on the final layout of the Phase 1 portion of the proposed development there will be a need for multiple relocation work orders with Southern California Edison to “reconfigure” the existing underground electrical facilities to match with the proposed development layout. The relocation work orders may also require some “updating” to the existing electrical systems to bring the system up to current standards and to account for the potential increase in load demand. Without having the actual load demands for the proposed Phase 1 work it would be hard to determine at this point how much upgrading of the existing system would need to be completed. There will also be a need to complete multiple new meter and service work orders with Southern California Edison to run new primary and secondary conduits and cable to each of the proposed commercial/dwelling units.

It is our opinion that there is sufficient natural gas surrounding the project site to accommodate the proposed Phase 1 portion of the site development with minimal, if any, upgrades needing to be completed. There is existing gas mainlines surrounding the site on three (3) sides with one of those mainlines being an 8” PE pipe and the other two at 2” each. The existing onsite natural gas main/service branches will need to be reconfigured to account for the proposed development layout but this is typical with any proposed development. Southern California Gas Company will also more than likely require that the Development loop the natural gas system so should at this point assume we will be tying the new gas system into all three of the surrounding streets. There will be a need for multiple “main” work orders and multiple “service” work orders with The Southern California Gas Company.

Similar to Southern California Edison, it is our opinion that Frontier Communications has enough existing source onsite currently to service the Phase 1 portion of the proposed development and only minor upgrades would need to be completed. The current Frontier Communications system

will also need to be relocated in some areas based on the ultimate layout of the Phase 1 portion of the proposed development with multiple relocation and new service work orders.

Similar to Frontier Communications, it is our opinion that Spectrum has enough existing source onsite currently to service the Phase 1 portion of the proposed development and only minor upgrades would need to be completed. The current Spectrum system will also need to be relocated in some areas based on the ultimate layout of the Phase 1 portion of the proposed development with multiple relocation and new service work orders.

3.2 – Final Build-Out

At the time of this report the final buildout densities have not been set for the intermediate phases leading to the final 30-year build out of Montclair Place. For purposes of this report the final build out was examined as a singular final phase. In addition to the initial phase of development, the final 30-year buildout currently consists of:

1. Montclair Plaza Mall – 23.65 acres of the existing mall to remain in a reconfigured fashion. This area is and remains the central portion of the site.
2. Macy's – Existing 12.60 acre parcel expected to remain as retail/office use.
3. The Campus – 13.00 Acres located to the southwest portion of the site south of the intersection of San Jose Street and Monte Vista Avenue. This area is currently comprised of smaller out-parcel tenant retail spaces.

Sanitary Sewer Facilities

The same methodology as outlined in Section 3.1 was followed out for Final Buildout planning. Based on review of record drawings as well as the existing topographical elevations it is assumed that all new sanitary sewer will be installed at a minimum slope of 1%. The general areas to be served were evaluated for capacity with the expectation that minimum 6-inch connection laterals be utilized from the adjacent public main to the individual buildings. Depth of flow (Y_c) was and evaluated for use with existing 8-inch lateral that connects to the public 10-inch main line.

Table 3.7 Buildout Sanitary Sewer Demand Calculation

DISTRICT	PARCEL AREA (AC)	RESIDENTIAL DU/AC	BASIS RATIO	≈EQUIVALENT DEMAND (CFS)	RETAIL/O FFICE AC	COMMERCIAL USE (CFS)	≈COMBINED FLOW (CFS)	Y_c	d/D
Montclair Place	23.65	0	0.00	0.000	25.6	0.276	0.276	0.190	0.284
Macy's	12.60	0	0.00	0.000	6.3	0.068	0.068	0.100	0.149
The Campus	13.00	100	4.55	0.074	0.0	0.000	0.074	0.100	0.149

Based on the findings and methodology used the existing onsite 8-inch pipe should have sufficient capacity to convey expected sewer flows to the existing 10-inch main line in Monte Vista Avenue. Given the discussed expectation of buildout condition of surcharge at the point of connection to the existing 10-inch Monte Vista Line, final plans will need to investigate status of the Capital project to upsize. If the Monte Vista Line has not been upsized by build-out appropriate measures will need to be utilized to protect property i.e. backwater valve installation.

Storm Drain Facilities

To examine the expected storm drain flows for the proposed site, the 25-year storm event is required per San Bernardino County Hydrology manual to be conveyed within the pipe. The NOAA Atlas was used to determine the expected storm intensity. For the areas involved local times of concentration were assumed to be 10 minutes. Per the NOAA Atlas the 10 minute, 25 years storm event has an intensity of 2.71 inches per hour. Business neighborhood areas and apartment dwelling both have a common runoff coefficient range of 0.5 – 0.7, therefore for preliminary planning a coefficient of 0.7 will be utilized. At full 30-year buildout the overall retail/residential development is expected to encompass approximately 93 Acres. Currently at buildout the site lends itself to 5 primary tributary areas.

1. Area #1 will be the eastern portion of the site encompassing approximately 18.8 AC. This portion of the site will include the Mixed-Use District and point of connection #1. As noted in the initial phase it is expected the existing 30" RCP connection will require up-sizing. Given this area tends to be the high side of the side it is expected that the existing 30" RCP will be up-sized to a 36" storm drain pipe in conjunction with phase 1 and buildout plans. It is expected Area #1 to develop a peak flow of 39.6 CFS.
2. Area #2 will be the north-central to northwest portion of the site encompassing approximately 13 AC. This area will include The Village District from the initial phase and utilize point of connection #3. As noted in the discussion for the initial phase we have recommended installation of a 36" pipe to allow for the build-out portions of The Village to be connected. It is expected area #2 to develop a peak flow of 24.7 CFS.
3. Area #3 is the primary site will encompass approximately 39.2 areas. It is expected area #3 to develop a peak flow of 74.4 CFS. In addition to area #3, area #2 will confluence with this portion of the site. As noted the existing 42" RCP has an approximate peak flow capacity of 93.5 CFS. It is expected that area #2 and area #3 will not confluence peak flow at the same time and it is expected the existing 42" RCP will have sufficient capacity to outflow both these areas.
4. Area #4 is the south-central portion of the site encompassing approximately 5.9 AC. It is expected this area will develop peak flow of approximately 11.2 CFS. Existing point of connection #2 is expected to have capacity beyond this requirement. However, given the current layout of the proposed site with the existing storm drain system, the majority of area #4 will require new storm drain pipe. This area represents an opportunity in plan development to make minor modifications to existing drainage in order to utilize the additional capacity from point of connection #2.
5. Area #5 is generally The Campus area. This will encompass approximately 16.6 AC and is expected to generate peak flow of 31.5 CFS. As noted in the existing storm drain facilities record drawings were not available at the time of preparation for this report. A portion of the Campus will likely be able to connect to the point of connection #4. During final plan development and preparation, a more detailed site survey will need to occur to determine the nature of the assumed connections to the City of Montclair Channel.

In discussion with the city, in order for the site to utilize the existing connections with minimal additional storm water treatment systems utilized they have verbally stated the use of Hydro-dynamic separators be installed on redeveloped storm drain connections. Currently given the planned phasing of the overall site, it is expected that there will be more hydro-dynamic separators located on the site than drainage areas. However, with early involvement of the design professionals in phasing layouts, it may be possible to minimize additional hydro-dynamic separators to primary drainage areas.

Water Facilities

The same methodology as outlined in Section 3.1 was followed for Buildout planning. Table 3.8 below reflects the expected demands for the proposed site when factored for the proposed higher density residential layouts. As the site is developed it is recommended to install 12-inch mainlines in the principal streets. Side streets will be served by lower diameter pipe in connecting loops dependent on individual phase demands.

Table 3.8 Buildout Potable Water Demand Calculation

DISTRICT	PARCEL AREA (AC)	RESIDENTIAL DU/AC	BASIS RATIO	≈EQUIVALENT DEMAND (GPM)	RETAIL/ OFFICE DU/AC	COMMERCIAL USE (GPM)	≈COMBINED DEMAND (GPM)
Montclair Place	23.65	0	0.00	0	47.2	270.4	270.4
Macy's	12.60	0	0.00	0	21.8	124.9	124.9
The Campus	13.00	100	4.00	149	0.0	0.0	149.0

Based on the calculations shown the proposed 12-inch loop system with demand sized size branch lines will provide sufficient capacity to serve the potable water requirements for proposed site.

Dry Utility Facilities

The site currently has enough source to accommodate the Phase 1 portion of the proposed development, but as we move through to the final build-out there may be some concerns about how this development will strain the current Edison system. Due to the fact that there is a number of unknowns at this time, most importantly no knowing the actual load demand that will accompany the final build out of the development, it is hard to say how much additional work will need to be completed in order to accommodate the future buildings. Similar to Phase 1, it is our opinion that there will be, at a minimum, a requirement to relocate and upgrade many of the existing electrical facilities and there will be a number of new service work orders required as well. In a "worst case scenario" Southern California Edison may require that the developer balance the overall load of the proposed development on different Edison circuits. This could mean some additional offsite work would need to be completed including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional electrical circuits to the site. Overall, it is our opinion that Edison will be able to accommodate whatever load is required but the costs to redevelop the system may be on the high side depending on how much redevelopment, upgrading and relocating needs to be completed in order to accommodate the required demand. As more information on the final build out becomes available a better determination of required work, and costs associated with that work, can be determined. It would be our recommendation to have a meeting with Southern California Edison in the future, when more information is available, to discuss the proposed development and receive their opinion on probable work and costs as well.

It is our opinion that there is sufficient natural gas surrounding the project site to accommodate the proposed final build out portion of the site development with minimal, if any, upgrades needing to be completed. There is existing gas mainlines surrounding the site on three (3) sides with one of those mainlines being an 8" PE pipe and the other two at 2" each. The existing onsite natural gas main/service branches will need to be reconfigured to account for the proposed development layout but this is typical with any proposed development. Southern California Gas Company will also more than likely require that the Development loop the natural gas system so should at this point assume we will be tying the new gas system into all three of the surrounding streets. There will be a need for multiple "main" work orders and multiple "service" work orders with The Southern California Gas Company.

Similar to Southern California Edison, it is our opinion that Frontier Communications has enough existing source onsite currently to service the Phase 1 portion of the proposed development but as we move through to the final build-out there may be some concerns about how this

development will strain the current Frontier Communications system. It is our opinion that there will be, at a minimum, a requirement to relocate and upgrade many of the existing telephone facilities and there will be a number of new service work orders required as well. Some additional offsite work would need to be completed including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional telephone facilities to the site. It would be our recommendation to have a meeting with Frontier Communications in the future, when more information is available, to discuss the proposed development and receive their opinion on probable work and costs as well.

Similar to Frontier Communications, it is our opinion that Spectrum has enough existing CATV facilities onsite currently to service the Phase 1 portion of the proposed development but as we move through to the final build-out there may be some concerns about how this development will strain the Spectrum system. It is our opinion that there will be, at a minimum, a requirement to relocate and upgrade many of the existing CATV facilities and there will be a number of new service work orders required as well. Some additional offsite work would need to be completed including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional CATV facilities to the site. It would be our recommendation to have a meeting with Spectrum in the future, when more information is available, to discuss the proposed development and receive their opinion on probable work and costs as well.