



Montclair 2020 General Plan Update and Arrow Highway Mixed-Use District (AHMUD) Specific Plan

Draft Environmental Impact Report
SCH# 2020110481

prepared by

City of Montclair
Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763
Contact: Michael Diaz, Director of Community Development

prepared with the assistance of

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1980 Orange Tree Lane, Suite 105
Redlands, California 92374

July 2022



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Appendices

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Appendix C	Air Quality and Greenhouse Gas Emissions Technical Data
Appendix D	Climate Action Plan
Appendix E	Noise Technical Information

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Executive Summary

This section summarizes the characteristics of the proposed City of Montclair General Plan Update (the Plan), project alternatives, and the project's environmental impacts.

Project Proponent

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Project Location

Montclair is located on the western border of San Bernardino County at the base of the San Gabriel Mountains in the Pomona Valley. Pomona lies to the West, Ontario to the east, Claremont and Upland to the north, and Chino to the south. The San Bernardino Freeway (I-10) traverses Montclair from east to west in the northern portion of the City.

Project Characteristics

The proposed project is an update of the City of Montclair General Plan (hereafter referred to as the Plan). The Plan is the first comprehensive update of the City's General Plan since 1999 and establishes the community's vision for orderly development and growth in Montclair. The Plan provides comprehensive goals and policies that reflect the community's vision of Montclair. The Plan was developed in accordance with the provisions of state law in effect at the time. The Plan reflects and includes updated information relating to current relevant state law. It also provides comprehensive policies for the entire City relating to land use/community design, mobility, quality of life, resources, services and infrastructure, and health and safety.

The Plan is organized into twelve chapters, including an introduction, a vision, policies, and actions, eight topical chapters, and implementation. The vision establishes the overall concepts for the future and provides context and background information on the City and the Plan itself. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety, or for those topics to be covered in the General Plan. The Plan has eight topical chapters that encompass all the elements required by California General Plan law:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Resilient Community
- Our Healthy and Safe Community
- Our Active Community
- Our Creative Community

These Plan chapters are conceived with a more readily understood vision-based title for each General Plan element. This organization also allows an integration of related aspects from each element. As shown in Table A.1 of the General Plan and Table ES-1 below, the Plan format satisfies the State requirements and addresses many of the optional elements as well.

Table ES-1 General Plan Chapters

General Plan Chapters	Required/Optional Element	Topics Covered
Our Natural Community	Conservation, Open Space	Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants, and animals
Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
Our Well Planned Community	Land Use/Design, Housing, Parks and Recreation	Place types, visual character, nature of intended change, and housing
Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics
Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, access to healthy food, and noise
Our Safe Community	Safety	Police, fire, and natural hazards
Our Active Community	Land Use, Open Space, Parks and Recreation	Open spaces, parks and recreation facilities, and youth and senior programs
Our Creative Community	Culture	Arts, culture, schools, libraries, and historic resources

Source: Table A.1, Montclair General Plan 2022

Each chapter discusses its overall purpose, or vision, as it relates to the Plan as a whole. The policies in each chapter then outline how the City plans to achieve this vision. Implementation actions designed to help achieve the policies are contained in Section D of the Plan.

The goal of the Plan is to maintain stable residential neighborhoods, enhance commercial corridors, establish industrial and commercial districts that meet local demand, and continue to beautify the community with improved streetscapes, gateways, and parks, while improving opportunities for walking and biking to a variety of destinations. The Plan focuses on creating a green network for the City, mainly along the San Antonio Creek, connecting the western portion of the City from south to north with open parks, public space, and more, to increase amenities and improve the ecology of the community. City streets are to be used for increased green and transit infrastructure for the

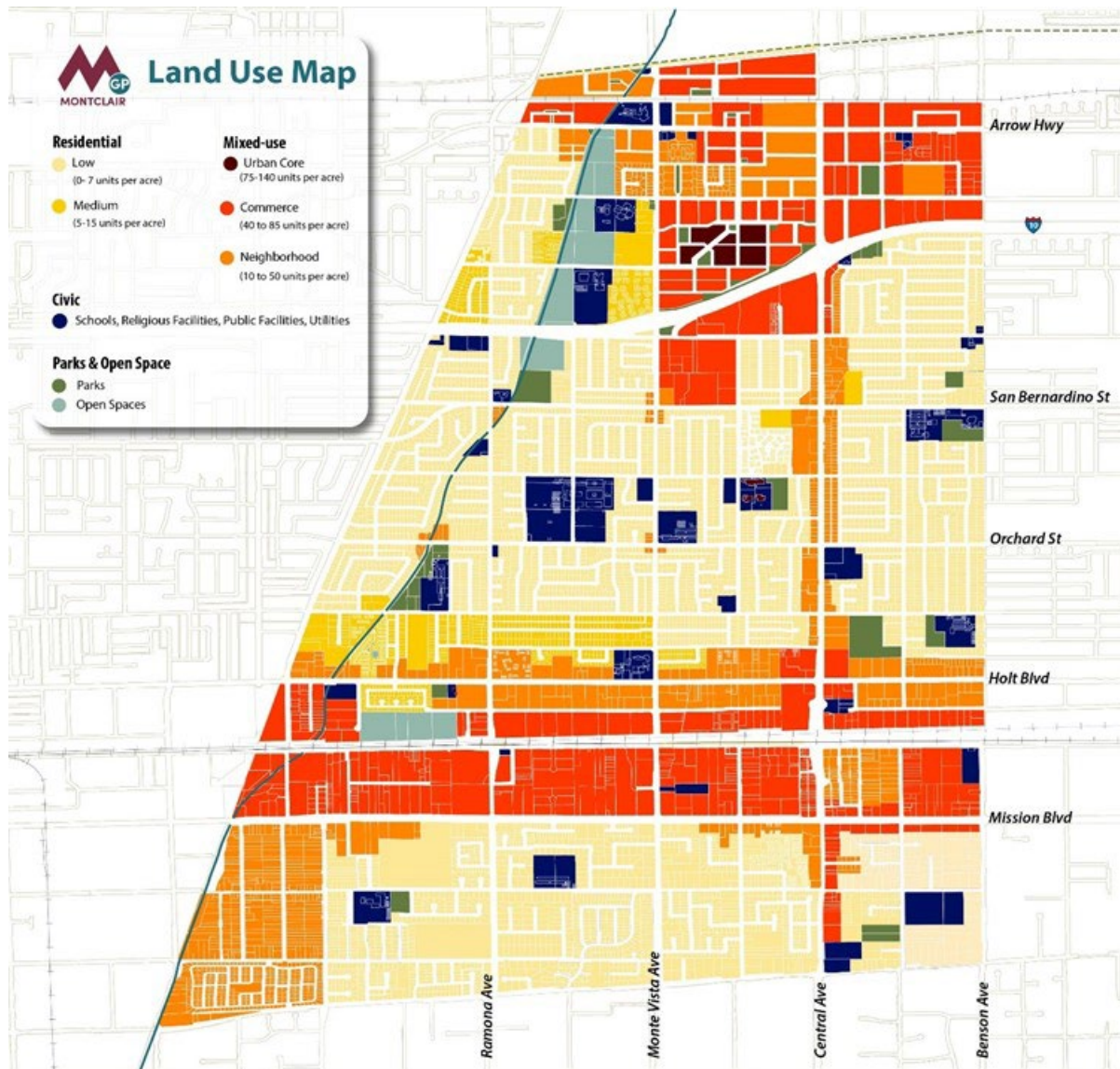
public, with a focus on four main street corridors: Central Avenue, Holt Boulevard, Arrow Highway, and Mission Boulevard. The Plan also focuses on improving neighborhoods, and reviving manufacturing. Policies contained in the various Plan components reflect these goals. The Plan Land Use map, shown in Figure ES-1 below, provides an overview of the envisioned future City structure.

The Arrow Highway Mixed-Use District (AHMUD) Specific Plan is a component of the Plan and focuses on the northwest and northeast corners of Montclair. The AHMUD builds off the previous specific plans of increased pedestrian and transit oriented downtown. AHMUD West's focus will be Arrow Highway enhancement, and new residential development west of San Antonio Creek and north and south of the creek. AHMUD East focuses on Arrow Highway enhancement, a new public park, new development on the north and south side of Arrow Highway, and new development facing Central Avenue. The AHMUD Specific Plan incorporates public areas, such as greenways, a central park, and private and public open spaces. It also increases mobility through updated streetways, transit, sidewalks, bike lanes, and more. The AHMUD Specific Plan includes phasing of public infrastructure such as improvements to streetscapes, San Antonio Channel, and parks.

An updated Housing Element for the City of Montclair is included in the Plan and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the Plan is accounted for and analyzed in this EIR. Rather than analyzing a "maximum buildout" scenario, this EIR makes reasonable assumptions about the pace and location of future growth based on existing population forecasts and economic and market factors. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas.

A Climate Action Plan (CAP) for the City of Montclair has also been prepared concurrently with the Plan. While the CAP is a separate document from the Plan, relevant portions of the CAP have been integrated into Plan goals, policies, and implementation programs throughout the relevant Plan chapters and sections. The Plan will act as the comprehensive policy document and the CAP will provide mechanisms to implement and monitor the GHG reduction opportunities associated with City planning policies. Additionally, in this format, the Plan will meet the criteria of a "qualified plan for the reduction of greenhouse gases" according to the criteria specified in the CEQA Guidelines, which provides a mechanism for tiering and streamlining of GHG emissions analysis for projects that are consistent with such a plan.

Figure ES-1 General Plan Land Use Map



Project Objectives

The main objectives of the Plan are the following:

- Creation of a green network for the City, mainly along the San Antonio Creek
- Connecting the western portion of the City from south to north with open parks, public space, and more, to increase amenities and improve the ecology of the community
- City streets to be used for increased green and transit infrastructure for the public, with a focus on four main street corridors: Central Avenue, Holt Boulevard, Arrow Highway, and Mission Boulevard
- Creating a new transit-oriented downtown north of the I-10 freeway that would be created by transforming the mall into the town center and preserving and enhancing the current industrial areas

These objectives are discussed in more detail in Section 2.3.1 of this EIR.

Alternatives

As required by CEQA, this section evaluates a range of alternatives to the proposed project. Alternatives analyzed in Section 6 include the following:

- Alternative 1: No Project (see Section 6.1)
- Alternative 2: Reduced Growth Alternative (see Section 6.2)

Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed Plan, as described below.

No Project (Current General Plan). The “No Project” alternative involves continued implementation of the City’s current General Plan, which was adopted in 1999. The City also considered a “No Growth” alternative, but rejected it as infeasible for the reasons discussed in Section 6.3 of this EIR. The No Project alternative assumes that the City’s existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City’s current General Plan is less than what could be facilitated under the proposed Plan. The proposed Plan increases allowed density in areas including the AHMUD Specific Plan Area, Downtown (as described under *Project Objectives*), and transportation corridors and as a result increases the general plan capacity for residential and commercial development. The proposed Plan would allow for an increase in the amount of development overall in the City because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the City’s total potential population and amount of commercial development compared to current plan. Under the current General Plan, the City’s population would not be expected to reach the SCAG forecast of 42,700 by 2040, while under the proposed Plan future residential growth is predicted to increase the City’s total population to 68,798. SCAG forecasts for population, households, and employment in Montclair through the year 2040 are shown in Table 4.14-4 of Chapter 4.14, Population and Housing of this EIR.

While the Plan preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown areas, corridors and industrial areas that may provide opportunities to transition over time with

adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. This pattern of land uses is reflected in the City's current Land Use Map, shown in Figure 4.11-1 of this EIR. Under the Plan, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to corridors in the Downtown Transit area, various transportation corridors, and the Arrow Highway Mixed Use District (AHMUD), all areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed use development as the focus areas included under the Plan, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and this development would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the Plan.

Reduced Growth Alternative. The Reduced Growth Alternative (Alternative 2) is included in this section of the EIR to address potential growth-related impacts associated with the Plan. The Reduced Growth Alternative is based in part on a market analysis completed by HR&A Advisors Inc. (HR&A) that analyzed the potential support for development in the City from 2018 to 2040. This analysis assumes Citywide development would be near the "low range" projections included in the market analysis and shown in Table 2-5 of this EIR.

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the Plan, although in some cases to a lesser degree than the Plan. The amount of new development in the Plan Area over the next 28 years called for under the Plan is based on a market assessment prepared as part of the Plan. This market assessment was also the basis for the goals, policies, and actions contained in Plan Chapter C2, Our Prosperous Community. The goal of this chapter is to address how Montclair can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the Plan because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same extent as the growth accommodated by the Plan.

- **Environmentally Superior Alternative.** When the two alternatives (No Project and Reduced Growth) are compared to each other and the Plan, the Reduced Growth Alternative would be environmentally superior because apart from greater impacts to Land Use and Planning and Transportation and Traffic, it would have reduced or similar environmental impacts to the Plan, while the No Project Alternative would result in greater impacts to Biological Resources, Cultural Resources, Energy, Hazards and Hazardous Materials, Noise, Transportation and Traffic, Tribal Cultural Resources and Utilities and Service Systems with reduced impacts in Air Quality, Hydrology and Water Quality, and Population and Housing.
- **Alternatives Considered but Rejected.** The following alternatives were considered, but rejected because they either did not meet the objectives of the project, would not be feasible, or would not avoid or substantially lessen one or more significant effects of the proposed project:

- **Relocated Focus Areas.** The Relocated Focus Areas Alternative considered include various scenarios that would relocate the focus area of development included in the Plan. This would involve shifting the location of one of the focus areas identified in the Plan, such as the Downtown Transit area or AHMUD, in an attempt to avoid growth-related impacts in certain areas. In particular, this alternative would be intended to avoid or lessen traffic impacts resulting from the Plan described in section 4.17 Transportation of this EIR. The Transportation Impact Analysis (TIA) cited in the Transportation chapter of this EIR found that buildout of the Plan would result in a Level of Significance (LOS) “E” at 10 of the 46 roadway segments analyzed in the TIA. LOS E signifies unstable operation and congestion on that roadway segment.

Seven out of the 10 “LOS E” roadway segments are located on Central Avenue or Monte Vista Avenue, which are important north-south arteries through the Plan Area, with another “LOS E” roadway segment on Holt Boulevard, which is an important east-west artery through the Plan Area. The Plan identifies Central Avenue corridor, Holt Boulevard corridor, and the Downtown Transit area as key focus areas for future development. The impacted road segments on Monte Vista Avenue are also located in or near the Downtown Transit area.

Relocation of the focus areas of development included in the Plan would not reduce traffic in the Plan Area as a whole. Rather, it would simply move it to different areas of the Plan Area. Additionally, moving the focus areas away from the areas identified in the Plan could push traffic to streets where viable infrastructure is not in place to support this level of development. Furthermore, the TIA found that overall impacts on transportation were determined to be less than significant under CEQA. Therefore, these scenarios were rejected from further consideration and this option was not included as an alternative in the analysis.

- **No Growth.** The No Growth alternative would mean no more development compared to current conditions. This option was determined to be infeasible. The No Growth alternative is not realistic because some development in Montclair is already allowed under existing land use designations and zoning, and in some cases may have already received approvals or other entitlements. The No Growth alternative would require a growth moratorium ordinance that would restrict property development rights that already exist under existing policies and regulations, which could raise issues related to property rights and takings. Additionally, the No Growth alternative would not meet several of the main objectives of the plan, listed below and discussed in Section 2.3.1 of this EIR.
 - Creation of a green network for the City, mainly along the San Antonio Creek
 - Connecting the western portion of the City from south to north with open parks, public space, and more, to increase amenities and improve the ecology of the community
 - City streets to be used for increased green and transit infrastructure for the public, with a focus on four main street corridors: Central Avenue, Holt Boulevard, Arrow Highway, and Mission Boulevard.
 - Creating a new transit-oriented downtown north of the I-10 Freeway that would be created by transforming the mall into the town center and preserving and enhancing the current industrial areas.

The creation of a new transit-oriented downtown would not be possible without development of new residential and non-residential projects, which would induce growth in the Plan Area. If the

green network, open space, and transit improvements listed as objectives of the Plan are not considered growth, they could still be considered under the No Growth alternative. However, without development growth the City would have to find a funding mechanism for public improvements without development fees or development related revenues. Therefore, feasibly meeting these objectives under the City's current fiscal structure would not be possible under the No Growth alternative:

The No Growth alternative would not meet these objectives because all of them would require at least some development. Therefore, this scenario was rejected from further consideration and this option was not included as an alternative in the analysis. No other alternatives were identified that would feasibly attain most of the basic project objectives, but also avoid or substantially lessen the significant effects of the project.

Areas of Known Controversy and Issues to be Resolved

Responses to the Notice of Preparation (NOP) of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Chapter 1, *Introduction* and Table 1-1 of that section. No known areas of controversy or other issues to be resolved have been identified based on this public input.

Required Approvals

With recommendations from the City's Planning Commission, the Montclair City Council will need to take the following discretionary actions in conjunction with the Plan:

- Certification of the Final EIR for the Plan
- Approval of the Plan

An updated Housing Element for the City of Montclair is included in the Plan and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the Plan is accounted for and analyzed in this EIR. The City plans to adopt and then submit the updated Housing Element to the California Department of Housing and Community Development (HCD) for review, comment, and certification prior to adoption of the rest of the Plan to comply with State guidance related to required and recommended deadlines for submissions of Housing Elements, as described in the Housing Element of the Plan.

The Plan does not involve any annexation of lands or adjustments to the City's SOI. If annexation is pursued in the future, it would require approval from the San Bernardino County Local Agency Formation Commission (LAFCo). The California Department of Conservation, Division of Mines and Geology, has no discretionary authority over the Plan, but will review the plans and policies relating to seismic safety for compliance with state regulations.

The City will amend its Development Code following adoption of the Plan to maintain consistency between the Plan and the Development Code, including specific land use regulations for parcel development defined in the Development Code. This action will, however, be carried out subsequent to, and separately from, the discretionary actions analyzed in this EIR.

The City of Montclair is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the Plan. Although there are no responsible

agencies for the Plan¹, several other agencies have review authority over aspects of the Plan or approval authority over projects that could potentially be implemented in accordance with various objectives and policies included in the Plan. These agencies include the state geologist, Caltrans, the California Department of Fish and Wildlife (CDFW), transit agencies responsible for new or existing transit facilities serving the Plan Area, LAFCo, and the Inland Empire Utilities Agency (IEUA). The potential roles of these agencies are further described in Section 1.3, *Lead, Responsible, and Trustee Agencies* of this EIR.

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the Plan, proposed mitigation measures, and residual impacts. Impacts are categorized by their severity. Significant and Unavoidable impacts require a statement of overriding considerations to be issued per Section 15093 of the CEQA Guidelines if the Plan is approved. Impacts classified as Less than Significant with Mitigation Incorporated are significant adverse impacts that can be feasibly mitigated to a less than significant level and that require findings to be made under Section 15091 of the CEQA Guidelines. Less than Significant impacts are those that do not exceed identified thresholds and do not require findings. No Impact indicates the Plan would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

¹ Section 15381 of the CEQA Guidelines defines a responsible agency as “A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.”

Table ES-2 Summary of Impacts, Mitigation Measures, and Significance after Mitigation

Impact	Mitigation Measure	Significance After Mitigation
Aesthetics		
Impact AES-1: The Plan would facilitate new development in the Plan Area, and may affect public views of scenic vistas, but adherence to Municipal Code requirements, development review procedures, City policies, and requirements in the AHMUD Specific Plan would reduce potential impacts to scenic vistas to a less than significant level.	None required beyond compliance with applicable regulations and development review procedures.	Less than significant without mitigation.
Impact AES-2: The Plan would facilitate development and activities that have the potential to impact scenic resources, including trees, rock outcroppings, and historic buildings. Future development could result in direct impacts to scenic resources should construction result in the physical demolition, destruction, relocation, or alteration of a scenic resource. compliance with City development review procedures would reduce potential impacts to scenic vistas to a less than significant level.	None required.	Less than significant without mitigation.
Impact AES-3: While the Plan would accommodate development that would alter the visual character of the Plan Area, it also contains policies and actions designed to protect and improve the visual character and quality of the community, including the Plan's focus areas. These policies and actions would be applied and enforced through the City's standard development review procedures. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies and supporting City regulations.	Less than significant without mitigation.
Impact AES-4: New development carried out under the Plan would add new sources of light and glare to the Plan Area, but all development would be required to comply with the City's lighting regulations and impacts would therefore be less than significant.	None required.	Less than significant without mitigation.
Agriculture and Forestry Resources		
Impact AG-1: The Plan Area is almost entirely developed with urban uses and does not contain Farmland, land zoned for agricultural use, or land under Williamson Act contract. Implementation of the Plan would not result in the conversion of Farmland, a conflict with existing zoning for agricultural use or a Williamson Act contract, or the conversion of Farmland to non-agricultural use, and there would be no impact.	None required.	Less than significant without mitigation.
Impact AG-2: The Plan Area does not contain forest land, timberland, or timberland zoned Timber Production. Implementation of the Plan would not result in the loss or conversion of forest land or conflicts with existing zoning for forest land, timberland, or Timberland Production. There would be no impact.	None required.	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
Air Quality		
<p>Impact AQ-1: Individual development projects carried out under the Plan would generate construction and Operational-related emissions. Such emissions may conflict with or obstruct the implementation of the SCAQMD's Air Quality Management Plan. Implementation of Plan policies, compliance with existing regulations, and implementation of mitigation would reduce construction- and operational emissions, but not necessarily to a less than significant level. This impact would be significant and unavoidable.</p>	<p>MM-AQ-1 Tier 4 and Alternately Fueled Equipment</p> <p>All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the United States Environmental Protection Agency (USEPA) Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. Where electric vehicles are feasible, electrical vehicles shall be incorporated into the construction fleet. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment onsite. All equipment less than 50 horsepower shall be alternately fueled. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the</p>	<p>Implementation of Mitigation Measures MM-AQ-1 through MM-AQ-3 would reduce air quality impacts and therefore contribute to reductions in regional air quality pollution consistent with the goals of the AQMP. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would remain significant and unavoidable.</p>

Impact	Mitigation Measure	Significance After Mitigation
	<p>project, a non-diesel fueled generator shall be used.</p> <p>MM-AQ-2 Architectural Coating All architectural coating phases shall be extended, or Low/zero VOC coatings shall be implemented such that emissions are reduced to below 75 lbs/day.</p> <p>MM-AQ-3 Hearth Multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.</p>	
<p>Impact AQ-2: Individual development projects carried out under the Plan would generate construction and operational-related emissions. Such emissions may result in adverse impacts to regional air quality. Implementation of Plan policies, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.</p>	Implementation of mitigation measures MM AQ-1 through MM AQ-3 would reduce emissions for individual projects carried out under the Plan.	With incorporation of mitigation measures AQ-2 and AQ-3, emissions from construction activities could be reduced to less than significant levels for individual projects implemented under the Plan. Adherence to applicable Plan policies, SCAQMD rules, and feasible mitigation would reduce potential construction-related impacts to the greatest extent possible. However, given the unknown specifics of each individual project, there is the potential that even with these measures, construction impacts would remain significant and unavoidable.
<p>Impact AQ-3: Individual development projects carried out under the Plan would generate construction- and operational-related emissions. Such emissions may result in adverse impacts to local air quality. Implementation of Plan policies, compliance with existing regulations, and implementation of mitigation would reduce construction and operational</p>	Implementation of mitigation measures MM AQ-1 and MM AQ-3 would reduce construction and operational related localized emissions	With implementation of mitigation measure MM-AQ-1, exhaust emissions of PM ₁₀ and PM _{2.5} would be reduced from the that of a

Impact	Mitigation Measure	Significance After Mitigation
emissions, but not necessarily to a less than significant level. This impact would be significant and unavoidable.	for individual projects carried out under the Plan.	standard construction fleet. The reduction of exhaust PM ₁₀ and PM _{2.5} reduces DPM emissions from the operation of diesel construction equipment. The reduction of DPM reduces cancer and non-carcinogenic risk to nearby sensitive receptors to less than significant levels. With implementation of Mitigation Measure AQ-3, PM ₁₀ and PM _{2.5} emissions could be reduced to below regulatory thresholds and therefore would be less than significant. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.
Impact AQ-4: Individual development projects carried out under the Plan would generate construction- and operation-related odors. Such emissions may result in temporary impacts to local air quality. Implementation of Plan policies and compliance with existing regulations would reduce odor emissions to a less than significant level.	None required beyond compliance with applicable regulations.	Less than significant without mitigation.
Biological Resources		
Impact BIO-1: The Plan Area is largely urbanized, and the Plan would prioritize development on infill sites that have been previously developed and/or disturbed. Nevertheless, reasonably foreseeable development carried out under the Plan could potentially adversely impact special-status species or their habitat. Local special-status species and nesting birds are expected to occur within the Plan Area during potential construction periods and may be affected by construction activity. Impacts would be less than significant with adherence to Plan goals and policies and Mitigation Measures BIO-1 through BIO-4.	MM-BIO-1 Pre-Construction Biological Resources Reconnaissance Survey and Reporting For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status	Implementation of Mitigation Measures BIO-1 through BIO-4 would reduce potential impacts to special-status, locally important species, sensitive habitats, and nesting birds to less than significant levels.

Impact	Mitigation Measure	Significance After Mitigation
	<p>species, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply:</p> <p>Prior to the issuance of a grading permit, a qualified biologist shall be retained by the project applicant to conduct a biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats.</p> <p>If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW, March 20, 2018) and Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS, September 23, 1996). If it is determined that the project site has suitable habitat for special-status wildlife such as burrowing owl, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for sensitive, State or federally listed species, respectively, that may occur. If the biologist determines that</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) will be conducted.</p> <p>A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of proposed project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.</p> <p>If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.</p> <p>If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less than significant level prior to issuance of a development permit from the City. In the case of ESA and/or CESA listed species consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.</p> <p>If the biologist determines that wildlife movement corridors are present on a project site, consultation with the appropriate agency (i.e. City, USFWS, and/or CDFW) shall occur prior to issuance of a development permit from the City to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. The analyses shall also</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>describe project impacts to wildlife movement, considering the existing and post-project opportunities present to wildlife to enter and exit the project site.</p> <p>MM-BIO-2 Pre-Construction Bird Surveys, Avoidance, and Notification</p> <p>Construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 500-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.</p> <p>Proposed project site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.</p> <p>MM-BIO-3 Pre-Construction Bat Surveys</p> <p>To avoid the direct loss of bats that could result from removal of trees and/or structures that are confirmed</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>to support a maternity bat roost (e.g., in cavities, under loose bark or in structures such as bridges and abandoned buildings), tree removal or structure demolition shall be scheduled between October 1 and February 28, outside of the maternity roosting season. If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist shall conduct a focused survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.</p> <p>Each tree and/or structure identified as potentially supporting an active maternity roost shall be closely inspected by the bat specialist prior to tree disturbance to determine the presence or absence of roosting bats. If it is determined that a bat roost may be present, a Bat Avoidance Plan shall be prepared and approved by CDFW prior to issuance of a development permit from the City. The Plan shall identify bat survey methods and materials and methods to exclude or prevent bats from using the roost without directly impacting any bats.</p> <p>MM-BIO-4 Worker Environmental Awareness Program and Construction Monitoring</p> <p>A biological monitor shall also conduct a pre-project environmental education</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>program for all personnel working at the site, which shall be focused on conditions and protocols necessary to avoid and minimize potential impacts to biological resources. Prior to initiation of all construction activities (including staging and mobilization), all personnel associated with project construction shall attend a Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist, to aid workers in recognizing special status biological resources potentially occurring in the project area. This training will include information about the special-status species with potential to occur in the project area. The specifics of this program shall include identification of special-status species and habitats, a description of the regulatory status and general ecological characteristics of special-status resources, and review of the limits of construction and measures required to avoid and minimize impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employees, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions</p>	

Impact	Mitigation Measure	Significance After Mitigation
	designed to avoid impacts to special-status species and sensitive natural communities	
Impact BIO-2: Reasonably foreseeable development carried out under the Plan would not adversely impact riparian habitat or other sensitive natural communities during project construction. Impacts would be less than significant with adherence to General Plan policies along with compliance to state and federal regulations. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies and regulations.	Less than significant without mitigation.
Impact BIO-3: Development carried out under the Plan would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Impacts would be less than significant with incorporation of General Plan policies along with compliance with state and federal regulations. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies and regulations.	Less than significant without mitigation.
Impact BIO-4: The Plan would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.	None required beyond compliance with applicable Plan policies and regulations.	Less than significant without mitigation.
Cultural Resources		
Impact CUL-1: The plan has the potential to result in a significant impact if development carried out under the Plan would cause a substantial adverse change in the significance of a historical resource. This impact would be significant and unavoidable.	MM-CUL-1 Historical Resources A historical resources evaluation shall be prepared for any discretionary project carried out under the General Plan Update involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of	Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development that carried out under the General Plan. While HABS documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure

Impact	Mitigation Measure	Significance After Mitigation
	<p>Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report will be submitted to the City for review and concurrence. If the property is already listed in the NRHP, CRHR, or as a Landmark in Montclair, the historical resources evaluation described above shall not be required.</p> <p>If historical resources are identified within the development site of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with any development application that may affect the historical resource, the historical resources evaluation report shall also identify and specify the treatment of character-defining features and construction activities.</p> <p>Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the</p>	<p>cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation. Therefore, impacts would be significant and unavoidable.</p>

Impact	Mitigation Measure	Significance After Mitigation
	<p>Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.</p> <p>If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-Like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and</p>	

Impact	Mitigation Measure	Significance After Mitigation
	Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.	
<p>Impact CUL-2: The Plan has the potential to result in a significant impact if development carried out under the Plan would cause a substantial adverse change in the significance of an archaeological resource, including those that qualify as historical resources. This impact would be significant but mitigable.</p>	<p>MM-CUL-2 Phase I Archaeological Resources Study</p> <p>For any project carried out under the General Plan Update, the City and/or project applicant shall investigate the potential to disturb archaeological resources. If the project will involve any ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill) a Phase I cultural resources study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The Phase I cultural resources study shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may</p>	<p>Implementation of mitigation measures CUL-2 through CUL-8 would reduce impacts to archaeological resources to less than significant levels by ensuring the avoidance of archeological resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.</p>

Impact	Mitigation Measure	Significance After Mitigation
	<p>be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the NAHC. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The report shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I technical report shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.</p> <p>MM-CUL-3 Extended Phase 1 Testing</p> <p>For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I study [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.</p> <p>MM-CUL-4 Archaeological Site Avoidance</p> <p>Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.</p> <p>MM-CUL-5 Phase II Site Evaluation</p> <p>If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the NRHP or CRHR listing at the project site, the qualified archaeologist shall conduct a Phase II investigation to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).</p> <p>A Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.</p> <p>If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-2) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II report shall be implemented for all ground disturbance activities.</p> <p>MM-CUL-6 Phase III Data Recovery</p> <p>Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>are incorporated into the final design and approved by the City of Montclair prior to construction. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montclair prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present. As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montclair prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.</p> <p>MM-CUL-7 Cultural Resources Monitoring</p> <p>If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>retain a qualified archaeologist to monitor project-related, ground-disturbing activities. If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.</p> <p>MM-CUI-8 Unanticipated Discovery of Archaeological Resources</p> <p>If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montclair for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.</p>	

Impact	Mitigation Measure	Significance After Mitigation
Impact CUL-3 The discovery of human remains is always a possibility during ground-disturbing activities. Ground disturbance associated with development carried out under the Plan may disturb or damage known or unknown human remains. This impact would be less than significant with adherence to existing regulations	Because this impact would be less than significant due to required regulations, mitigation measures are not required.	Compliance with existing regulations would reduce Plan impacts to human remains to less than significant levels by ensuring proper identification and treatment of any human remains that may be present.
Energy		
Impact E-1: Neither construction nor operation of reasonably foreseeable development under the Plan would result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.	None required.	Less than significant without mitigation.
Impact E-2: The Plan would be consistent with the energy efficiency and renewable energy policies of the City's proposed Climate Action Plan. There would be no impact.	None required.	Less than significant without mitigation.
Geology and Soils		
Impact GEO-1: Future seismic events could produce ground shaking in the Plan Area that could damage structures and/or create adverse health and safety effects. However, with implementation of Plan policies and required building codes, impacts would be less than significant.	None required.	Less than significant without mitigation.
Impact GEO-2: Plan implementation could result in soil erosion during construction of development carried out under the Plan; however, impacts would be less than significant with required adherence to existing regulations.	Mitigation beyond already-required compliance with applicable Plan policies and provisions of the applicable building codes is not required.	Less than significant without mitigation.
Impact GEO-3: Future seismic events are unlikely to result in liquefaction and lateral spreading of soils in the Plan Area, but development carried out under the Plan may be at risk of subsidence and ground collapse. This impact is potentially significant but would be reduced to a less-than-significant level with mitigation as well as required adherence to applicable building codes.	MM-GEO-1 Geotechnical Investigation A Certified Engineering Geologist shall complete a geotechnical investigation of the soils and geologic condition of new development project sites located in areas of potential subsidence, as identified by the USGS, to assess the potential for geologic hazards. The investigation shall provide recommendations for appropriate means of mitigating any potential	Less than significant after mitigation.

Impact	Mitigation Measure	Significance After Mitigation
	geologic hazards identified, including expansive soils. Project construction shall implement the recommendations contained in the geotechnical investigation, which may include, but not limited to, site preparation, foundation, drainage control, soil corrosion, concrete slabs and flatwork, excavations, grading, and structural design. The geotechnical investigation and the construction plans incorporating its recommendations shall be reviewed and approved by the City of Montclair prior to issuance of construction related permits.	
Impact GEO-4: Development carried out under the Plan may result in the construction of structures on expansive soils that could create a substantial risk to life or property, but all new development would be required to comply with the standards of the CBC, which would ensure that expansive soils are remediated or that foundations and structures are engineered to withstand the forces of expansive soil. Compliance with these requirements would reduce this impact to a less than significant level.	Mitigation beyond compliance with provisions of the applicable building codes is not required.	Less than significant without mitigation.
Impact GEO-5: Development carried out under the Plan would not require the use of septic tanks or alternative wastewater disposal systems and septic tanks would not be permitted; no impact would occur.	Mitigation beyond compliance with Plan policies is not required.	No Impact
Impact GEO-6: The plan does not identify any paleontological resources, sites, or unique geologic features in the area. If one is discovered during construction of a project a paleontological assessment will be required. Impact after mitigation is less than significant.	MM-GEO-2 Paleontologist Assessment In the event that paleontological resources (fossil materials) or unique geologic features are exposed during construction activities for future development, all construction work occurring within 50 feet of the project site 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	Less than significant after mitigation.

Impact	Mitigation Measure	Significance After Mitigation
	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 shall 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.	
Greenhouse Gas Emissions		
Impact GHG-1: With City adoption of the climate action plan, implementation of projects carried out under the Plan would not increase per capita GHG Emissions. The CAP is part of the Plan and would reduce emissions over time. The Plan would therefore have a less than significant impact on GHG emissions with adoption of the CAP.	None required.	Less than significant without mitigation.
Impact GHG-2: The Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant with implementation of the CAP.	None required.	Less than significant without mitigation.
Hazards and Hazardous Materials		
Impact HAZ-1: Development carried out under the Plan could result in an increase in the overall routine transport, use, storage, and disposal of hazardous materials in the Plan Area, but compliance with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of public exposure to these substances. This impact would be less than significant.	None required.	Less than significant without mitigation.
Impact HAZ-2: Development carried out under the Plan could potentially result in the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions. However, compliance with existing regulations and plan policies would minimize the risk of exposure to these substances. This impact would be less than significant.	None required.	Less than significant without mitigation.
Impact HAZ-3: Sites included on a list of hazardous materials sites compiled pursuant to government code section 65962.5 are present in the Plan Area and could be subject to development under the Plan. Development at these sites could create a hazard to the public or the environment; however, implementation of state and local regulations and Plan policies would address this issue and this impact would be less than significant.	Compliance with existing regulations and Plan policies would reduce impacts to a less than significant level. Therefore, mitigation is not required.	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
Impact HAZ-4: A portion of the Plan Area is in compatibility Zone E of the Cable Airport influence area, which contains some restrictions on development in this zone to help avoid safety hazards. Additionally, the Plan states that aircraft noise is not a major noise source. As such, the Plan would not have substantial noise and safety impacts related to airports, and this impact would be less than significant.	None required.	Less than significant without mitigation.
Impact HAZ-5: Policies included in the Plan address implementation of adopted emergency response and evacuation plans. Therefore, the Plan would not result in interference with these types of adopted plans. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Impact HAZ-6: Development carried out under the Plan would not expose people or structures to significant impacts from wildland fires. Therefore, impacts would be less than significant.	None required.	Less than significant without mitigation.
Hydrology and Water Quality		
Impact HWQ-1: Development carried out under the Plan could increase pollutants in stormwater and wastewater, but Plan policies and existing regulations would ensure that water quality standards and waste discharge requirements would not be violated. Therefore, impacts to water quality would be less than significant.	Implementation of Plan policies and existing regulations would reduce potential water quality impacts to a less than significant level, so mitigation is not required.	Less than significant without mitigation.
Impact HWQ-2: Development carried out under the Plan would increase water usage with increased development, but such increases would be less than significant because groundwater supply is not restricted. Development carried out under the Plan may also incrementally increase the amount of impervious surfaces in the Plan Area, resulting in increased runoff and decreased percolation to the Chino Sub-Basin of the Upper Santa Ana Valley Groundwater Basin. However, with implementation of Plan policies and existing regulations, these impacts would be less than significant.	None required.	Less than significant without mitigation.
Impact HWQ-3: Development carried out under the Plan could alter the existing drainage pattern in some parts of the Plan Area. However, implementation of goals and policies included in the Plan, and enforcement of existing regulations, would protect the Plan Area's existing drainage pattern from substantial alteration. These impacts would therefore be less than significant.	Implementation of Plan policies and existing regulations would reduce impacts to a less than significant level. Therefore, mitigation is not required.	Less than significant without mitigation.
Impact HWQ-4: Development carried out under the Plan would not site new major sources of pollutants within flood hazard zones or increase the risk of inundation of existing sources of pollutants. Impacts would be less than significant.	Implementation of Plan policies and existing regulations would reduce impacts related to inundation chance to a less than significant level, and no new siting of pollutants within an area	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
	at risk for inundation would occur. Therefore, mitigation is not required	
Impact HWQ-5: The Plan would not conflict with or obstruct implementation of the Basin Plan or any existing groundwater management plan. Impacts would be less than significant.	Implementation of Plan policies and existing regulations would reduce impacts to a less than significant level, so mitigation is not required.	Less than significant without mitigation.
Land Use and Planning		
Impact LU-1: The Plan retains and continues Montclair’s existing street system and protects Montclair’s established communities. It would thus not divide an established community, and there would be no impact.	None required.	Less than significant without mitigation.
Impact LU-2: The Plan and its policies are consistent with SCAG’s RCP and RTP/SCS and the City’s municipal code and specific plans. The Plan would therefore not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Impacts would be less than significant.	None required.	Less than significant without mitigation.
Mineral Resources		
Impact MIN-1: Although the Plan would accommodate new development in an area where significant mineral resources exist, the area is already built out and therefore impacts to mineral resources would be less than significant	None required.	Less than significant without mitigation.
Noise		
Impact N-1: Projects carried out under the Plan would not generate temporary or permanent noise levels increases in the vicinity of these project in excess of established noise standards. Impacts would be less than significant.	Plan policies and actions within the Health and Safety Chapter address the prevention and reduction of unwanted noise. Mitigation beyond these goals and policies is not required.	Less than significant without mitigation.
Impact N-2: With incorporation of mitigation measures requiring the potential impacts of construction and operational vibration levels to be studied and, if necessary, reduced to acceptable levels, the Plan would not result in excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant with mitigation.	MM-NOI-1 Pile Driving Where future development under the Plan requires the use of pile driving equipment, the developer shall provide the City with a noise and vibration study quantifying potential vibration levels from planned use of the pile driving equipment, and potential vibration impacts on nearby receptors. If vibration from pile driving cannot be reduced to below structural	With implementation of Mitigation Measure NOI-1, potential vibration impacts from pile driving associated with development carried out under the Plan would be reduced to less than significant levels; and with implementation of Mitigation Measure NOI-2, offsite operational vibration impacts would be reduced to less than significant levels.

Impact	Mitigation Measure	Significance After Mitigation
	<p>damage or human annoyance levels then an alternative method for construction shall be required at that location. The City shall review and approve the noise and vibration study before it approves the project.</p> <p>MM-NOI-2 Operational Activities</p> <p>Where future development under the Plan would include operational activities that would result in perceptible offsite vibration, the developer shall provide the City with a noise and vibration study to quantify these vibration levels and their potential impacts on nearby receptors. Vibrational activities that exceed structural damage or human annoyance levels shall be mitigated to below regulatory levels through the implementation of vibration dampening features, increased distance between source and receptor, or other measures applicable to the nature of the operation. The City shall review and approve the noise and vibration study before it approves the project.</p>	
<p>Impact N-3: The Plan would not expose people residing or working the Plan Area to excessive noise levels from airport land use. Impacts are less than significant.</p>	None required.	Less than significant without mitigation.
Population and Housing		
<p>Impact PH-1: Development carried out under the Plan would result in more growth than forecast by SCAG, but policies and actions included in the Plan would adequately address potential impacts from this projected population growth, and this impact would be less than significant.</p>	None required beyond compliance with applicable Plan policies and actions.	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
Impact PH-2: Plan implementation would not result in the displacement of substantial numbers of housing or people. On the contrary, the Plan would facilitate the development of new housing in accordance with State and local housing requirements, while preserving existing residential neighborhoods. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies and actions.	Less than significant without mitigation.
Public Services		
Impact PS-1: Development carried out under the Plan would increase the City's population. This would increase demand for fire and emergency medical services and potentially create the need for new fire service facilities. However, compliance with policies in the Plan and the Montclair Municipal Code (MCC), as well as other City programs, would reduce impacts related to fire protection facilities to a less than significant level.	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Impact PS-2: Development carried out under the Plan would increase the City's population. This would increase demand for police services and potentially create the need for new police service facilities. However, compliance with policies in the Plan and the MCC, as well as other City programs, would reduce impacts related to police protection services to a less than significant level.	None required.	Less than significant without mitigation.
Impact PS-3: Development carried out under the Plan would increase the City's population. This would increase enrollment in schools and potentially create the need for new school facilities. However, compliance with policies in the Plan and MMC, other City programs, and State-required payment of school impact fees, would reduce impacts related to schools to a less than significant level.	None required beyond compliance with applicable Plan policies and adherence to State law.	Less than significant without mitigation.
Impact PS-4: Development carried out under the Plan would increase the City's population. This would increase use of parks and potentially create the need for new parks and recreation areas. However, compliance with policies in the Plan and the MMC, and other City programs, would reduce impacts from new or physically altered parks to a less than significant level.	None required beyond compliance with existing City programs and review processes.	Less than significant without mitigation.
Recreation		
Impact REC-1: Development carried out under the Plan may increase the use of existing parks and open space, but policies in the Plan for providing additional recreational facilities, as well as City park dedication fees and development impact fees, would help offset these impacts, and substantial physical deterioration of recreational facilities would not occur. This impact would be less than significant.	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Impact REC-2: Development carried out under the Plan may require the construction or expansion of additional parks and open space, but implementation of the policies contained in the Plan, as well as existing City programs and review processes, would avoid or	None required beyond compliance with applicable Plan policies and existing City review processes.	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
adequately mitigate adverse physical effect on the environment. This impact would be less than significant.		
Transportation		
Impact T-1: The Plan would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.	None required.	Less than significant without mitigation.
Impact T-2: Plan implementation would decrease per service population VMT and would therefore result in no VMT impact under existing and cumulative conditions.	None required.	Less than significant without mitigation.
Impact T-3: Through implementation of Plan policies and actions, the Plan would help ensure safe and efficient movement for all modes of travel and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This would be a less than significant impact.	None required.	Less than significant without mitigation.
Impact T-4: The Plan would not result in inadequate emergency access because Plan policies and actions would encourage ease of connectivity and ease of mobility throughout the City and emergency access would be improved. There would be no impact.	None required.	Less than significant without mitigation.
Tribal Cultural Resources		
Impact TCR-1: Development carried out under the Plan has the potential to impact unidentified tribal cultural resources. Impacts on tribal cultural resources would be potentially significant but mitigable.	MM-TCR-1: Native American Monitoring Prior to the issuance of a grading permit for the proposed project, the City of Montclair (City) shall ensure that the project applicant retains the services of a tribal monitor(s) approved by the Gabrieleño Band of Mission Indians Kizh Nation to provide Native American monitoring during ground-disturbing activities. This provision shall be included on the proposed project contractor's plans and specifications. Ground-disturbing activities are defined by the Gabrieleño Band of Mission Indians Kizh Nation as activities that may include but are not limited to pavement removal, pot-holing or	Implementation of mitigation measures CUL-2 through CUL-8 in Section 4.5 Cultural Resources, as well as mitigation measures TCR-1 and TCR-2, would reduce impacts to tribal cultural resources to less than significant levels by ensuring the avoidance of tribal cultural resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

Impact	Mitigation Measure	Significance After Mitigation
	<p>auguring, grubbing, tree removals, borings, grading, excavation, drilling, and/or trenching within the project area. The project site shall be made accessible to the monitor(s), provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance.</p> <p>If evidence of tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or determine the appropriate plan of recovery for the resource in consultation with a qualified archaeologist. The recovery process shall not unreasonably delay the construction process and must be carried out consistent with CEQA and local regulations.</p> <p>Construction activity shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The monitor shall complete daily monitoring logs that will provide descriptions of the day's activities and general observations and whether the Native American monitor believes they</p>	

Impact	Mitigation Measure	Significance After Mitigation
	<p>observed a TCR and what action they took. The on-site monitoring shall end when the project site grading and excavation activities are completed or prior to the completion if the monitor has indicated that the site has a low potential for tribal cultural resources.</p> <p>MM-TCR-2 Unanticipated Discovery of Tribal Cultural Resources</p> <p>Upon discovery of any tribal cultural resources, the Native American monitor has the ability to halt construction activities in the immediate vicinity (within 50 feet) of the find until the find can be assessed. All tribal cultural resources unearthed during project construction activities shall be evaluated by the Native American monitor approved by the Gabrieleño Band of Mission Indians Kizh Nation and a qualified archaeologist. Construction work shall be permitted to continue on other parts of the project site while evaluation and, if necessary, additional investigations and/or preservation measures take place (CEQA Guidelines Section 15064.5(f)). If the resources are Native American in origin, the Gabrieleño Band of Mission Indians Kizh Nation tribe shall coordinate with the landowner regarding treatment and curation of these resources. If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time</p>	

Impact	Mitigation Measure	Significance After Mitigation
	allotment and funding sufficient to allow for implementation of avoidance measures shall be made available through coordination between the Gabrieleño Band of Mission Indians Kizh Nation and the project applicant. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code (PRC) Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.	
Utilities and Service Systems		
Impact U-1: Development carried out under the Plan would or may require increased or expanded water supplies and wastewater treatment, stormwater treatment, telecommunications, electric power, and natural gas supplies and facilities. however, compliance with policies in the Plan, the Montclair Municipal Code, and other City programs, would reduce these impacts to a less than significant level.	None required beyond compliance with applicable Plan policies, City processes, and requirements of the MMC.	Less than significant without mitigation.
Impact U-2: Development carried out under the Plan would increase the City's population. This would increase solid waste generated in the Plan Area, but compliance with Plan policies would help provide and maintain adequate and orderly systems for efficient collection and disposal of solid waste for existing and future development. Impacts would be less than significant.	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Wildfire		
Impact WFR-2: The Plan Area is not in a very high fire hazards severity zone, and there would therefore be no impact.	None required	No impact

Impact	Mitigation Measure	Significance After Mitigation
Impact WFR-2: The Plan would not exacerbate wildfire risk due to slope, prevailing winds, or any other factor. The Plan would not expose occupants of projects carried out under the Plan to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. This impact would be less than significant	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Impact WFR-3: The Plan would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the impact would be less than significant.	None required beyond compliance with applicable Plan policies.	Less than significant without mitigation.
Impact WFR-4: The Plan would not expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and there would be no impact	None required	No impact

1 Introduction

This Environmental Impact Report (EIR) examines the potential environmental effects of the proposed City of Montclair General Plan Update, entitled *Montclair, a plan* (the Plan). The General Plan, the California Environmental Quality Act (CEQA) environmental review process, and the legal basis for preparing an EIR are described below.

This section (1) provides an overview of the background behind the Plan; (2) describes the purpose of and legal authority of the document; (3) summarizes the scope and content of the EIR; (4) lists lead, responsible, and trustee agencies for the EIR; (5) describes the intended uses of the EIR; and (6) provides a synopsis of the environmental review process required under CEQA.

1.1 Environmental Impact Report Background

This document is an EIR that evaluates the potential environmental effects associated with implementation of the Plan, a document that establishes the community's vision for future development of the City and provides comprehensive policies for the entire City relating to land use/community design; mobility; quality of life; economic prosperity; natural and human resources; public services and infrastructure; and health and safety.

The contents of other EIR sections are as follows:

- Section 2, *Project Description*, provides a detailed discussion of the Plan
- Section 3, *Environmental Setting*, describes the general environmental setting for Montclair
- Section 4, *Environmental Impact Analysis*, describes the potential environmental effects associated with implementation of the Plan
- Section 5, *Other CEQA Required Discussions*, discusses other issues required to be analyzed under CEQA such as growth inducement and significant irreversible environmental effects
- Section 6, *Alternatives*, discusses alternatives to the Plan, including the CEQA-required “no project” alternative
- Section 7, *References*, lists informational sources for the EIR and persons involved in the preparation of the document

1.1.1 Overview of General Plan Update

The last comprehensive update of the City's General Plan was adopted in 1999. The City is proposing a new comprehensive update of the General Plan (the Plan) that will need to be reviewed and recommended for adoption by the City's Planning Commission, and that also requires discretionary approval by the City Council.

State law (Government Code Section 65300) requires that each City and county adopt a comprehensive general plan. The Plan fulfills this requirement by updating (replacing) the City's entire existing General Plan. The Plan defines the framework by which the City's physical and economic resources are to be managed and used in the future. The Plan clarifies and articulates the City's intentions for Montclair's future, with respect for the rights and expectations of the community including residents, property owners, and businesses. Through the Plan, the City informs

these groups of its goals, policies, and actions, which are designed to achieve the community's objectives. The Plan's planning horizon is the year 2040.

Since a general plan is the constitution for future development, any decision by a City affecting land use and development must be consistent with its adopted general plan. This includes any future development projects proposed in and/or approved by the City. An action, program, or project would be considered consistent with the general plan if, considering all its aspects, it would further the objectives and policies outlined in the general plan or not obstruct their attainment.

The Plan is organized into twelve chapters, including an introduction, a vision, policies and actions, eight topical chapters, and implementation. The vision establishes the overall concepts for the future and provides context and background information on the City and the Plan itself. The eight topical chapters encompass all of the elements required by California General Plan law and have the following titles: Our Natural Community; Our Prosperous Community; Our Well Planned Community; Our Accessible Community; Our Healthy Community; Our Safe Community; Our Active Community; and Our Creative Community. For a description of the focus of each of topical chapter please refer to Section 2.3.2 of Chapter 2, *Project Description* of this EIR. Each topical chapter discusses its overall purpose, or vision, as it relates to the Plan as a whole. The policies in each chapter then outline how the City plans to achieve this vision. Implementation actions designed to help achieve the policies are contained in Section D of the Plan.

The Arrow Highway Mixed-Use District (AHMUD) Specific Plan is discussed in relation to the general plan in section 2.6.5, *Key Concepts of the Vision*.

An updated Housing Element for the City of Montclair is included in the Plan and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the Plan is accounted for and analyzed in this EIR. Rather than analyzing a "maximum buildout" scenario, this EIR makes reasonable assumptions about the pace and location of future growth based on existing population forecasts and economic and market factors. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas.

1.1.2 Purpose and Legal Authority

This EIR has been prepared in accordance with CEQA and the state CEQA Guidelines. In accordance with Section 15121(a) of the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3), the purpose of an EIR is to inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This EIR fulfills the requirements for a program EIR. Although the legally required contents of a program EIR are the same as those of a project EIR, program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a project EIR. As provided in Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures, and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis.

Agencies generally prepare program EIRs for programs or a series of related actions that are (1) linked geographically; (2) logical parts of a chain of contemplated events, rules, regulations, or plans

that govern the conduct of a continuing program; or (3) individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a program EIR considers the “macro” effects associated with implementing a program (such as a general plan or specific plan) and does not, and is not intended to, examine the specific environmental effects associated with particular projects that may be implemented under general or specific plans.

Once a program EIR has been prepared, subsequent activities in the program must be examined in the light of that program EIR to determine what, if any, additional CEQA documentation needs to be prepared. If the program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the scope of the program EIR and additional environmental documents may not be required (CEQA Guidelines Section 15168[c]).

When a lead agency relies on a program EIR for a subsequent activity, it must incorporate applicable mitigation measures and alternatives developed in the program EIR into the subsequent activities (CEQA Guidelines Section 15168[c][3]). If a subsequent activity would have effects not identified in the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or a project-level EIR. In this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis. Section 15168(h) of the CEQA Guidelines encourages the use of program EIRs, citing five advantages:

1. Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
2. Focus on cumulative impacts that might be slighted in a case-by-case analysis;
3. Avoidance of continual reconsideration of recurring policy issues;
4. Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and
5. Reduction of paperwork by encouraging the reuse of data (through tiering).

As a “macro” level environmental document, the program EIR uses macro-level thresholds rather than the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. In other words, determination that implementation of the Plan as a “program” would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the Plan.

This EIR has been prepared to analyze potentially significant environmental impacts associated with future development resulting from implementation of the Plan and addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. Additionally, this EIR will provide the primary source of environmental information for the City of Montclair, the lead agency, to use when considering implementation of projects associated with the Plan.

This EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the Plan (considered to be the “proposed project” under CEQA). This EIR identifies significant or potentially significant environmental effects, as well as ways in which those impacts can be reduced to less than significant levels (if feasible), whether through the incorporation of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, this document functions

as a tool for fact-finding, allowing concerned citizens and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

1.2 Scope and Content

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) of a Draft EIR was circulated to potentially interested parties on November 16, 2020. The NOP, included in Appendix A, indicated that all issues on the City's environmental checklist would be discussed in the EIR. These include the following:

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

This EIR evaluates potential impacts in each of these areas. The focus of this EIR is to:

- Provide information about the Plan for consideration by City decision-makers in their selection of the proposed Plan, an alternative to the Plan, or a combination of various elements from the Plan and its alternatives, for approval
- Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the Plan
- Identify feasible mitigation measures that may be incorporated into the Plan in order to reduce or eliminate potentially significant effects
- Disclose any potential growth-inducing and/or cumulative impacts associated with the Plan
- Examine a reasonable range of alternative growth scenarios (such as "no growth"/growth according to the existing General Plan, reduced growth, or growth in alternative locations) that could feasibly attain the basic objectives of the Plan, while eliminating and/or reducing some or all of its potentially significant adverse environmental effects

The City received four written comment letters on the NOP. The comment letters are included in Appendix A of this EIR and are addressed, as appropriate, in the analysis contained in the various subsections of Section 4, *Environmental Impact Analysis*. The City also held an EIR scoping meeting on December 1, 2020, which was held remotely due to the COVID-19 pandemic. Table 1-1 summarizes all comments received, by topic, in the comment letters and at the Scoping Meeting.

Table 1-1 NOP Comments and EIR Response

Commenter	Comment/Request	Where Issue Is Addressed in Draft DEIR
California Department of Fish and Wildlife	Recommends the DEIR include a complete assessment of the flora and fauna within the Plan Area including habitat types, an inventory of species present, and an inventory of rare, threatened, endangered and other sensitive species	Chapter 4.4, <i>Biological Resources</i>
	Recommends the DEIR provide a discussion of the potential for burrowing owls in the Plan Area, potential impacts to burrowing owls, and the inclusion of avoidance and/or mitigation measures, if applicable	Chapter 4.4, <i>Biological Resources</i>
	Recommends a discussion of potential impacts from lighting, noise, human activity, invasive species, and drainage and water quality issues	Chapter 4.4, <i>Biological Resources</i> , and Chapter 4.10, <i>Hydrology and Water Quality</i>
	Recommends a discussion of potential indirect impacts to biological resources on adjacent and nearby open space areas and public lands, including habitat connectivity and the San Antonio Creek	Chapter 4.4, <i>Biological Resources</i>
	Recommends that a cumulative analysis of impacts to biological resources is included	Chapter 4.4, <i>Biological Resources</i>
	Recommends an alternatives analysis that considers the potential effects of climate change and drought in the no project alternative	Chapter 6, <i>Alternatives</i>
	Provides recommendations for potential mitigation measures for issues such as protected species, sensitive habitats, habitat restoration, and nesting birds	Chapter 4.4, <i>Biological Resources</i>
	Recommends that the EIR includes mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP) that meet the requirements of the California Endangered Species Act, if applicable	Chapter 4.4, <i>Biological Resources</i>
	Indicates that Lake and Streambed Alteration Agreement would be required if the proposed Plan would substantially adversely affect fish and wildlife resources	Chapter 4.4, <i>Biological Resources</i>
City of Claremont	Requests that any special status species and natural communities identified during project surveys be reported	Chapter 4.4, <i>Biological Resources</i> includes discussion of special status species and natural communities, but no biological surveys were completed as part of this EIR
	Recommends that the DEIR carefully address roadway and public safety issues related to the proposed AHMUD Specific Plan	Chapter 4.17, <i>Transportation</i>

Commenter	Comment/Request	Where Issue Is Addressed in Draft DEIR
	Notes that Southern California Association of Governments (SCAG) and the Council of Governments (COG) are conducting an Arrow Highway Corridor Feasibility Study, which recommends implementation of complete streets on portions of Arrow Highway. Requests that complete streets components proposed in this feasibility study be evaluated and included in the AHMUD Specific Plan for safety and consistency purposes	Chapter 4.17, <i>Transportation</i> discusses the Plan's potential to conflict with any plan, ordinance, or policy addressing the circulation system; and the Plan's potential to substantially increase hazards due to transportation system design features
	Expresses concerns regarding sewer capacity	Chapter 4.19, <i>Utilities and Service Systems</i>
Native American Heritage Commission (NAHC)	States that the proposed project is subject to the requirements and provisions under Assembly Bill (AB) 52 and Senate Bill (SB) 18 for tribal cultural resources. Summarizes the requirements of AB 52 and SB 18 and provides NAHC recommendations for conducting cultural resources assessments	Chapter 4.18, <i>Tribal Cultural Resources</i>
South Coast Air Quality Management District (SCAQMD)	Recommends use of CEQA Air Quality Handbook for guidance in preparing air quality analysis and use of CalEEMod for analysis	Chapter 4.2, <i>Air Quality</i>
	Requests calculation of regional and localized air quality impacts and comparison to SCAQMD thresholds	Chapter 4.2, <i>Air Quality</i>
	Requests construction-related and operation-related air quality analysis, including impacts from indirect sources. If construction and operation overlap, recommends comparing combined emissions to operational thresholds	Chapter 4.2, <i>Air Quality</i>
	Recommends a mobile source health risk assessment if the project would generate diesel emissions from long-term construction or attract diesel-fueled vehicular trips	Chapter 4.2, <i>Air Quality</i> discusses the Plan's potential air quality impacts from construction and vehicle trips
	Recommends that the <i>Guidance Document for Addressing Air Quality Issues in General Plan and Local Planning</i> be reviewed as a tool when developing the proposed Plan	Chapter 4.2, <i>Air Quality</i>
	Requests mitigation measures to minimize or eliminate significant adverse impacts related to air quality, if applicable	Chapter 4.2, <i>Air Quality</i>
Scoping Meeting Comments	One individual asked if the General Plan is going to include any policies to require all-electric construction for new buildings	Chapter 4.6, <i>Energy</i>

1.3 Lead, Responsible, and Trustee Agencies

The City of Montclair is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the Plan.

“Responsible agencies” are other agencies responsible for carrying out/implementing a specific component of a proposed project or for approving a project (such as an annexation) that implements the goals and policies of a general plan. Section 15381 of the CEQA Guidelines defines a responsible agency as:

A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.

There are no responsible agencies for the Plan. Although no responsible agencies occur under CEQA, several other agencies have review authority over aspects of the Plan or approval authority over projects that could potentially be implemented in accordance with various objectives and policies included in the Plan. These agencies and their roles are listed below.

- The state geologist is responsible for the review of the City’s program for minimizing exposure to geologic hazards and for regulating surface mining activities.
- The California Department of Transportation (Caltrans) has responsibility for approving future improvements to the state highway system, including I-10.
- California Department of Fish and Wildlife (CDFW) has responsibility for issuing take permits and streambed alteration agreements for any projects with the potential to affect plant or animal species listed by the State of California as rare, threatened, or endangered, or that would disturb waters of the state.
- Transit agencies (such as Metrolink, Foothill Transit, the Riverside Transit Agency, and the Los Angeles Metropolitan Transit Authority (Metro)) responsible for approving and implementing projects involving construction or remodeling of new or existing transit facilities serving the Plan Area, such as bus stops and rail stations.
- The San Bernardino County Local Agency Formation Commission (LAFCo) for annexation of any areas currently outside Montclair’s City limits but within its Sphere of Influence (SOI), if proposed.
- The Inland Empire Utilities Agency (IEUA) treats wastewater from the City’s system and would therefore be responsible for approving and implementing improvements to wastewater infrastructure should they be required as a result of the Plan.

“Trustee agencies” have jurisdiction over certain resources held in trust for the people of California, but do not have legal authority to approve or carry out the project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies: the CDFW with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission with regard to state-owned “sovereign” lands, such as the beds of navigable waters and state school lands; the California Department of Parks and Recreation with regard to units of the state park system; and the University of California with regard to sites within the Natural Land and Water Reserves System. The CDFW is the only trustee agency for the Plan EIR.

1.4 Environmental Review Process

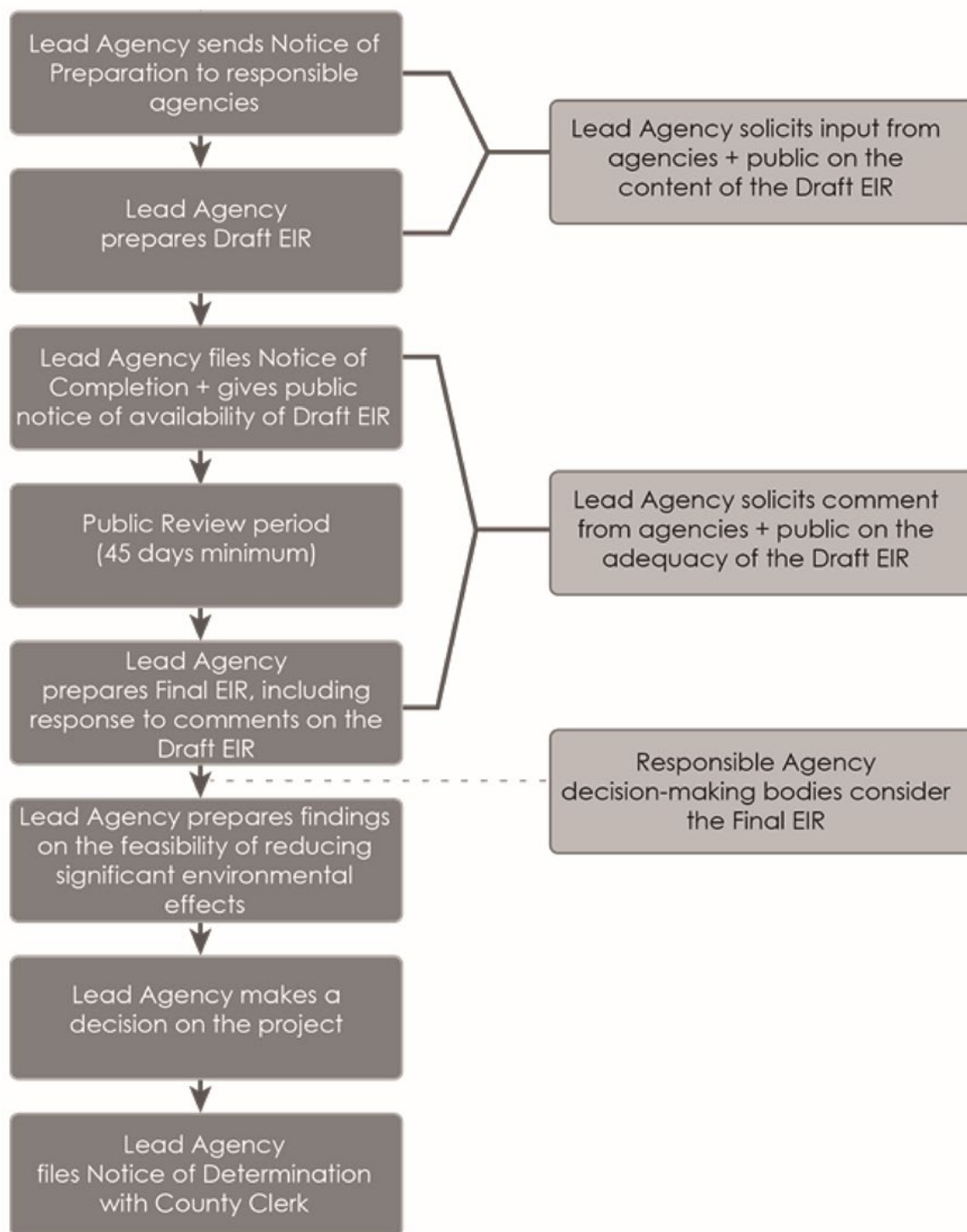
The environmental impact review process required under CEQA is summarized below and illustrated in Figure 1-1. The steps appear in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to responsible, trustee, and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing (CEQA Guidelines Section 15082; Public Resources Code [PRC] Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. For projects of statewide or regional significance, the lead agency must hold a scoping meeting during the 30-day NOP review period to solicit public input on the issues to be assessed in the EIR. For other projects, a scoping meeting is not required, but may be conducted by the lead agency.
2. **Draft EIR.** The Draft EIR must contain (1) table of contents or index; (2) summary; (3) project description; (4) environmental setting; (5) significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts); (6) alternatives; (7) mitigation measures; and (8) irreversible changes.
3. **Public Notice and Review.** A lead agency must prepare a Public Notice of Availability of an EIR. The Notice must be placed in the County Clerk's office for 30 days (PRC Section 21092) and sent to anyone requesting it. Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: (1) publication in a newspaper of general circulation; (2) posting on and off the project site; and (3) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the Draft EIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the State Clearinghouse (PRC 21091). Distribution of the Draft EIR may be required through the State Clearinghouse.
4. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse as soon as it completes a Draft EIR.
5. **Final EIR.** A Final EIR must include (1) the Draft EIR; (2) copies of comments received during public review; (3) a list of persons and entities commenting; and (4) responses to comments.
6. **Final EIR Certification.** The lead agency shall certify (1) the Final EIR has been completed in compliance with CEQA; (2) the Final EIR was presented to the decision-making body of the lead agency; and (3) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project.
7. **Lead Agency Project Decision.** Once the lead agency certifies the Final EIR, it must then make a decision on the project analyzed in the EIR. If a project has significant environmental effects, the lead agency may (1) disapprove the project because of its significant environmental effects; (2) require changes to the project to reduce or avoid significant environmental effects; or (3) approve the project despite its significant environmental effects, if the proper findings and Statement of Overriding Considerations are adopted.
8. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of

the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

9. **Mitigation Monitoring and Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
10. **Notice of Determination (NOD).** An agency must file an NOD after deciding to approve a project for which an EIR is prepared. A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA challenges.

Figure 1-1 Environmental Review Process



2 Project Description

The proposed project is an update of the City of Montclair General Plan (the Plan). The Plan is the first comprehensive update of the City's General Plan since 1999 and establishes the community's vision for orderly development and growth in Montclair. The Plan provides comprehensive goals and policies that reflect the community's vision of Montclair.

This section of the EIR describes the key characteristics of the Plan, including the project proponent/lead agency, the geographic extent of the Plan, project objectives, required approvals, and the types and extent of development forecast for the Plan Area. This section also summarizes key aspects of the Plan that have the potential to result in physical environmental effects.

2.1 Project Proponent/Lead Agency

The City of Montclair is both the project proponent and the lead agency for the Plan.

2.2 Project Location

Montclair is located on the western border of San Bernardino County at the base of the San Gabriel Mountains in the Pomona Valley. Pomona lies to the West, Ontario to the east, Claremont and Upland to the north, and Chino to the south. The San Bernardino Freeway (I-10) traverses Montclair from east to west in the northern portion of the City. Figure 2-1 shows the regional location of the City and Figure 2-2 shows its local location, including the City limits of Sphere of Influence (SOI) boundaries of the City. The Plan applies to all areas within the City and its SOI, so the Plan Area is all land within both boundaries.

Montclair is primarily zoned for residential use, generally for single story tract homes. The City is approximately 3,541 acres (5.5 square miles).

Figure 2-1 Regional Location

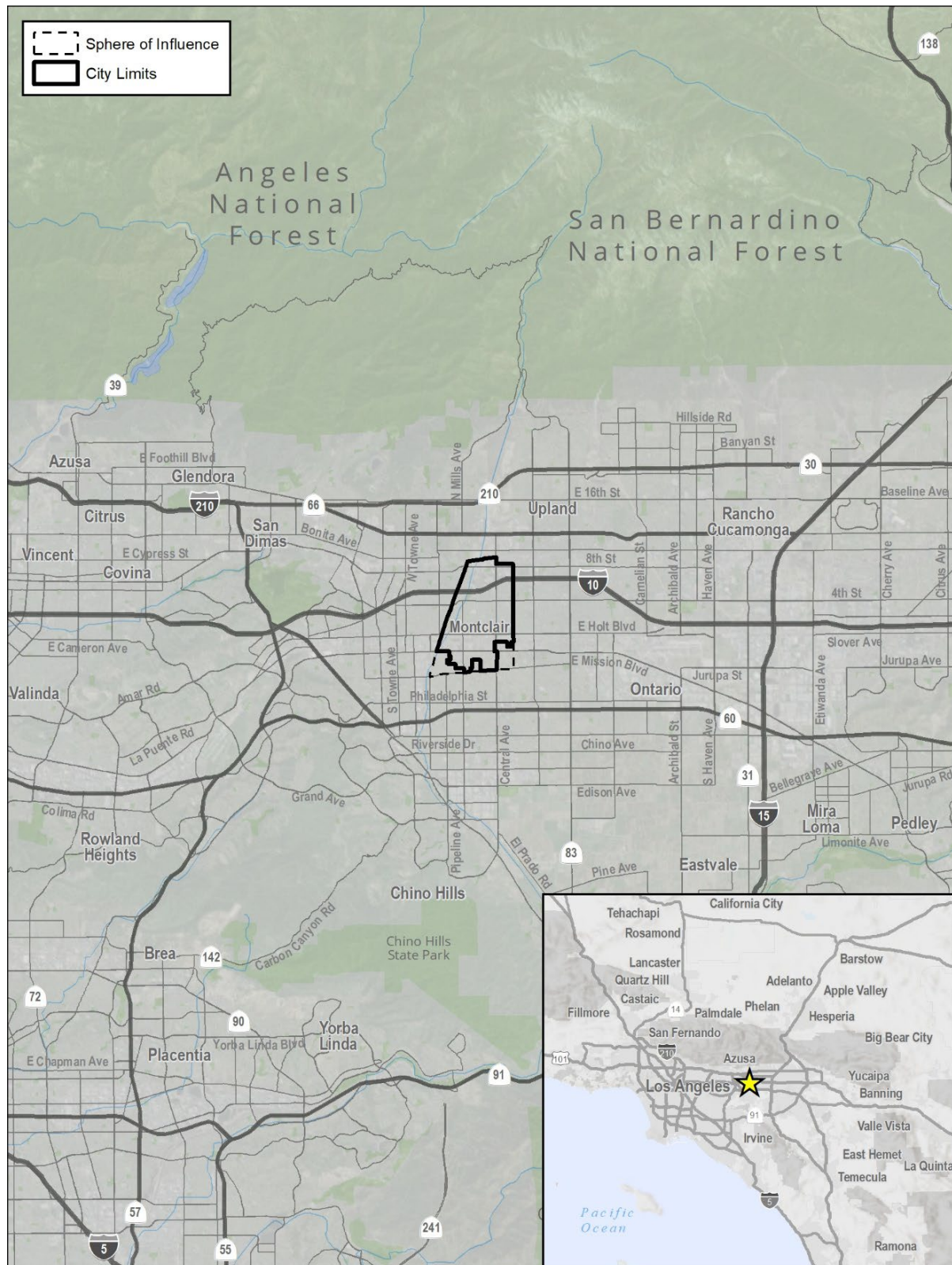
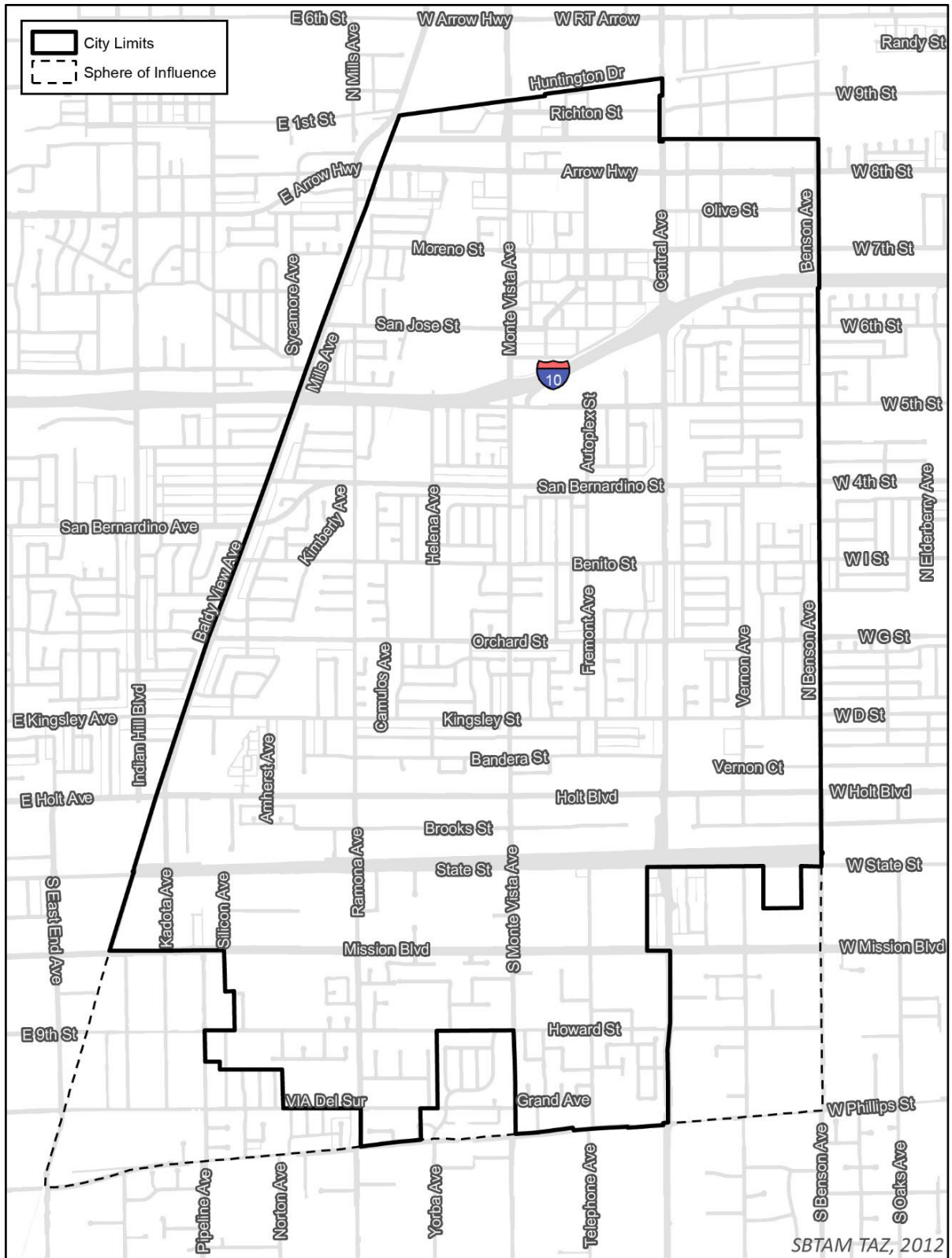


Figure 2-2 Local Location



2.3 Characteristics of the Proposed General Plan Update

2.3.1 Objectives of the General Plan Update

The Plan is intended to function as a policy document to guide land use decisions in the City's Plan Area through the year 2040. The vision for the City over this time period of approximately 20 years was developed with extensive community input and in recognition of the state's planning priorities. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety, or for those topics to be covered in the General Plan. As detailed throughout the Plan, this vision includes the following eight topical chapters:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Resilient Community
- Our Healthy and Safe Community
- Our Active Community
- Our Creative Community

The Plan chapters are conceived with a more readily understood vision-based title for each General Plan element. This organization also allows an integration of related aspects from each element. As shown in Table A.1 of the General Plan and Table 2-1 herein, the Plan format satisfies the State requirements and addresses many of the optional elements as well.

Table 2-1 General Plan Chapters

General Plan Chapters	Required/Optional Element	Topics Covered
Our Natural Community	Conservation, Open Space	Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants, and animals
Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
Our Well Planned Community	Land Use/Design, Housing, Parks and Recreation	Place types, visual character, nature of intended change, and housing
Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics
Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, access to healthy food, and noise
Our Safe Community	Safety	Police, fire, and natural hazards
Our Active Community	Land Use, Open Space, Parks and Recreation	Open spaces, parks and recreation facilities, and youth and senior programs
Our Creative Community	Culture	Arts, culture, schools, libraries, and historic resources

Source: Table A.1, Montclair General Plan 2022

To achieve the above elements above, the Plan recognizes certain key concepts. The Plan focuses on a green network for the City, mainly along the San Antonio Creek, connecting the western portion of the City from south to north with open parks, public space, and more to increase amenities and ecology. City streets are to be used for increased green and transit infrastructure for the public, with a focus on four main street corridors: Central Avenue, Holt Avenue, Arrow Highway, and Mission Boulevard. For most of the City, the Plan preserves the existing pattern of uses and establishes improvements, policies, and protections for long-term maintenance of established neighborhoods. The Plan envisions a new transit-oriented downtown north of the I-10 that would be created by transforming the mall into the town center and preserving and enhancing the current industrial areas. These key concepts will assist in fulfilling the vision of the City of Montclair.

2.3.2 General Plan Organization

The Plan is organized into twelve chapters, including an introduction, a vision, policies, and actions, eight topical chapters, and implementation. The vision establishes the overall concepts for the future and provides context and background information on the City and the Plan itself. The eight topical chapters encompass all the elements required by California General Plan law. Each topical chapter is summarized below:

- **Our Natural Community.** This chapter focuses on how Montclair will promote clean air and water, native habitats, prevent urban heat islands, reduce stormwater runoff, promote greener neighborhoods, healthier lifestyles, and nature-based recreation. The key goal is to fulfill increasing quality of life through increasing access to natural environments by increasing green infrastructure.
- **Our Prosperous Community.** The chapter focuses on providing a twenty-year economic development strategy for the City. The focus topics, policies and actions are decided based on community member discussions and economic development stakeholders and will be continually changed as more input is given over the years. This chapter will outline the strategy to help diversify economic base, develop fiscal resources, and build internal capacity of economic development
- **Our Well Planned Community.** This chapter focuses on the strategies for the policies for chapter two. The strategies will include a development pattern, urban form, land use categories, projected growth, housing, and infrastructure adequacy.
- **Our Accessible Community.** This chapter focuses on the transportation networks support and encourage mobility and the safety, health, economic development, and environmental sustainability of the community. The main component is the City's Mobility Element which is the transportation system which also supports the other elements within the Plan.
- **Our Healthy Community.** This chapter focuses on promoting health and well-being through all-inclusive approaches where healthy habits are encouraged. The guiding principles for this chapter include prevention, healthy choices, equity, and collaboration for multiple benefits which will help shape the programs and policies outlined in the Plan.
- **Our Safe Community.** This chapter focuses on increasing awareness and preparation for emergencies, to minimize the threats to life and damage of structures from various types of hazards. The safety element will outline the potential threats and the policies and procedures to help prepare the community.
- **Our Active Community.** This chapter focuses on creating an environment that incorporates physical activity into daily activity that supports health, wellness, and social connections

providing the community high-quality recreation opportunities. It will outline the design and programs to support the City's active living.

- **Our Creative Community.** This chapter focuses on nurturing and promoting arts and cultural activities, organizations, and events to increase visibility in the region. Creative prosperity, cultural tourism, education for creativity, cultural equity, public art, and capacity and leadership will all be addressed.

Each chapter discusses its overall purpose, or vision, as it relates to the Plan as a whole. The policies in each chapter then outline how the City plans to achieve this vision. Implementation actions designed to help achieve the policies are contained in Section D of the Plan.

The Arrow Highway Mixed-Use District (AHMUD) Specific Plan is discussed in relation to the General Plan in section 2.6.5 *Key Concepts of the Vision*.

An updated Housing Element for the City of Montclair is included in the Plan and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the Plan is accounted for and analyzed in this EIR. Rather than analyzing a "maximum buildout" scenario, this EIR makes reasonable assumptions about the pace and location of future growth based on existing population forecasts and economic and market factors. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas.

2.3.3 Overarching Purposes and Policies

Based on its objectives and input from the community, the Plan includes the overarching purposes listed in Table 2-2 to guide Plan policies and City decision-making. The overarching purpose is a vision statement that provides general direction for the chapter. The policies in each chapter, also listed in Table 2-2, are specific statements that guide decision-making. The actions that would help implement the policies for each chapter are described in Section D of the Plan.

2.3.4 General Plan Land Use Map

The purpose of the General Plan land use map, shown in Figure 2-3, is to guide the general distribution, location, and extent of the various land uses in the City. The land use map specifies land use designations for all areas of the City and its Sphere of Influence (SOI). Figure 2-4 provides the distribution of General Plan land uses within Montclair. All land use designation categories included in the Plan and shown on the land use map are listed in Table 2-3. Specific land use regulations for parcel development will continue to be defined in the Development Code, which will be updated following adoption of the Plan.

Table 2-4 shows the proposed breakdown of land use designations under the Plan compared to the current General Plan. Note that there are significant changes between the current land use designations and the proposed land use designations. Generally, these changes are a result of simplifying the General Plan land use designation system by reducing the number of land use designations from 18 to 10. These changes were made to better reflect both the current and intended uses of these properties and provide more flexibility for their potential future use, while still ensuring compatibility between uses through implementation of General Plan goals, policies, and actions; the provisions of the City's Development Code; the City's development review process; and through adopting form-based codes in certain areas.

Table 2-2 General Plan Overarching Purposes and Policies

General Plan Chapter	Overarching Purpose	Policies
Our Natural Community	Promote and ensure equitable access to clean air and water, parks and open space, and develop an integrated green infrastructure.	<p>P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure</p> <p>P1.2 Support regional planning efforts to improve air quality</p> <p>P1.3 Consider Climate Action Plan's emission reduction goals in all major decisions on land use and investments in public infrastructure</p> <p>P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions</p> <p>P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.</p> <p>P1.6 Improve the City's jobs/housing balance ratio</p> <p>P1.7 Montclair will protect, conserve, and replenish existing and future water resources</p>
Our Prosperous Community	Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City's fiscal capacity	<p>P2.1 Diversify the City's economy</p> <p>P2.2 Diversify the City's fiscal revenue base</p> <p>P2.3 Capitalize on transit adjacency</p> <p>P2.4 Invest in open space to support economic development</p> <p>P2.5 Foster entrepreneurial spirit</p> <p>P2.6 Nurture the local business community</p> <p>P2.7 Organize internal governance of economic development</p>
Our Well Planned Community	Conserve and enhance stable areas, promote contextual infill, and direct new growth to downtown, Arrow Highway Mixed-Use District, and corridors.	<p>P3.1 Facilitate orderly and fiscally responsible annexation of property located within City's Sphere of Influence</p> <p>P3.2 Conserve stable residential neighborhoods</p> <p>P3.3 Direct new growth to Downtown area and corridors</p> <p>P3.4 Create places of enduring quality that are uniquely fit to their time and place</p> <p>P3.5 Remove regulatory and procedural barriers to good design</p> <p>P3.6 Promote resilient low carbon built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions</p> <p>P3.7 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts and ensures that storm flows are efficiently routed to regional drainage</p> <p>P3.8 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded</p> <p>P3.9 Serve as a key member in regional watershed enhancement and management efforts</p> <p>P3.10 Ensure that wastewater in the City of Montclair is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios</p>

General Plan Chapter	Overarching Purpose	Policies
		<p>P3.11 Maintain and enhance water supply agreements and distribution infrastructure to equitably meet projected future water demands through the City through a variety of drought and demand scenarios</p> <p>P3.12 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City</p> <p>P3.13 Ensure universal internet and technology access for all communities</p> <p>P3.14 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development</p> <p>P3.15 Build out a comprehensive conduit network connecting City sensors and facilities</p> <p>P3.16 Ensure universal internet and technology access for all communities</p>
Our Accessible Community	Transportation networks support and encourage mobility and broader community goals of safety, health, economic development, and environmental sustainability	<p>P4.1 Develop a comprehensive network of complete streets throughout the City through a context sensitive approach, to provide connectivity for priority modes of travel based on prioritized modes</p> <p>P4.2 Proactively coordinate between agencies to ensure effective communication and collaboration</p> <p>P4.3 Leverage the planned improvements and development projects to implement complete streets policies</p> <p>P4.4 Develop performance metrics to monitor and evaluate the ongoing progress</p> <p>P4.5 Establish seamless integration of modes at the mobility hub</p> <p>P4.6 Leverage the planned transit improvements and specific plans to create high-quality Mobility Hubs</p> <p>P4.7 Create well-designed mobility hubs for a high-quality user experience</p> <p>P4.8 Create a vibrant, mixed-use environment that fosters higher land use Intensity</p> <p>P4.9 Provide flexibility to accommodate for growth and change</p> <p>P4.10 Establish amenities and support services for all modes</p> <p>P4.11 Create well-designed spaces for a high-quality user experience for all modes</p> <p>P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the modes of transportation</p> <p>P4.13 Establish a Vision Zero Program within the City</p> <p>P4.14 Implement programs focused on eliminating fatal and severe injury collisions involving vulnerable populations</p> <p>P4.15 Collaborate with communities to enhance street safety through creating awareness and providing training</p> <p>P4.16 Enhance data collection, management, analysis and surveillance to measure the impact of Vision Zero efforts and establish accountability</p> <p>P4.17 Reimagine transportation funding mechanisms</p> <p>P4.18 Ensure new mobility services and options are accessible and safe for all</p> <p>P4.19 Develop uniform, comprehensive, and secure data sharing requirements between public and private entities</p> <p>P4.20 Invest in critical infrastructure and pilot programs to leverage new transportation technology</p>

General Plan Chapter	Overarching Purpose	Policies
Our Healthy Community	Promote health and well-being for all through inclusive approaches where healthy habits are encouraged.	<p>P5.1 Develop a healthy and equitable food system that will allow the Montclair community to have access to a range of affordable foods and increase knowledge and behaviors to improve eating habits</p> <p>P5.2 Provide safe, clean drinking water to all</p> <p>P5.3 Increase access to free, potable water as a means to decrease sugar-sweetened beverage consumption by children and adolescents</p> <p>P5.4 Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles</p> <p>P5.5 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities</p> <p>P5.6 Minimize noise impacts to ensure that noise does not detract from Montclair's quality of life</p> <p>P5.7 Promote equitable access to economic opportunities that provide the means for upward mobility in the community</p> <p>P5.8 Enhance overall community sustainability through the Healthy Montclair Initiative</p> <p>P5.9 Create and foster a sense of community and improve social connectedness</p>
Our Safe Community	Promote a safer community by minimizing threats to life from natural and man-caused hazards.	<p>P6.1 Design a safe City</p> <p>P6.2 Increase partnership between police and neighborhoods to minimize conditions that encourage crime</p> <p>P6.3 Provide a high level of fire protection service in the community</p> <p>P6.4 Maintain a current Emergency Operations Plan</p> <p>P6.5 Minimize damage and maximize resilience from emergencies</p>
Our Active Community	Promote and ensure inclusive and equitable access to a range of opportunities for physical activities including parks, open space, and recreation.	<p>P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents</p> <p>P7.2 Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile (1/4 mile preferred)</p> <p>P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat</p> <p>P7.4 Identify & remove barriers to access parks. Encourage walking & biking as preferred way to get to & from parks</p> <p>P7.5 Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future</p> <p>P7.6 Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & Programs</p> <p>P7.7 Explore creative or alternative funding opportunities for programs & capital projects</p> <p>P7.8 Ensure equitable distribution of off-leash areas throughout the City</p>

General Plan Chapter	Overarching Purpose	Policies
Our Creative Community	Enhance our creative community through strengthening partnerships, integrating public art, creating and enhancing venues; and leveraging our creative economy.	<p>P8.1 Increase awareness of the importance of the creative community</p> <p>P8.2 Facilitate access to reasonably priced work-live space</p> <p>P8.3 Expand artistic space, activities and programs in non-traditional venues</p> <p>P8.4 Weave Arts and Culture into the fabric of the City</p> <p>P8.5 Make Montclair’s arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences</p> <p>P8.6 Develop an iconic cultural event</p> <p>P8.7 Engage students and youth in the creative community beyond the classroom</p> <p>P8.8 Increase partnerships between higher education, cultural organizations and arts entrepreneurs</p> <p>P8.9 Enhance public understanding, appreciation, & respect for all cultures, achieving diversity, equity, and inclusion</p> <p>P8.10 Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas</p> <p>P8.11 Increase access to arts and culture in under-resourced neighborhoods</p> <p>P8.12 Develop a Public Arts Program</p> <p>P8.13 Promote education and interactive components to increase understanding of public art and their contribution to Montclair</p> <p>P8.14 Integrate public art into the development review & capital improvement Program</p> <p>P8.15 Ensure that Montclair’s cultural organizations have the necessary resources to succeed</p>

Figure 2-3 General Plan Land Use Map

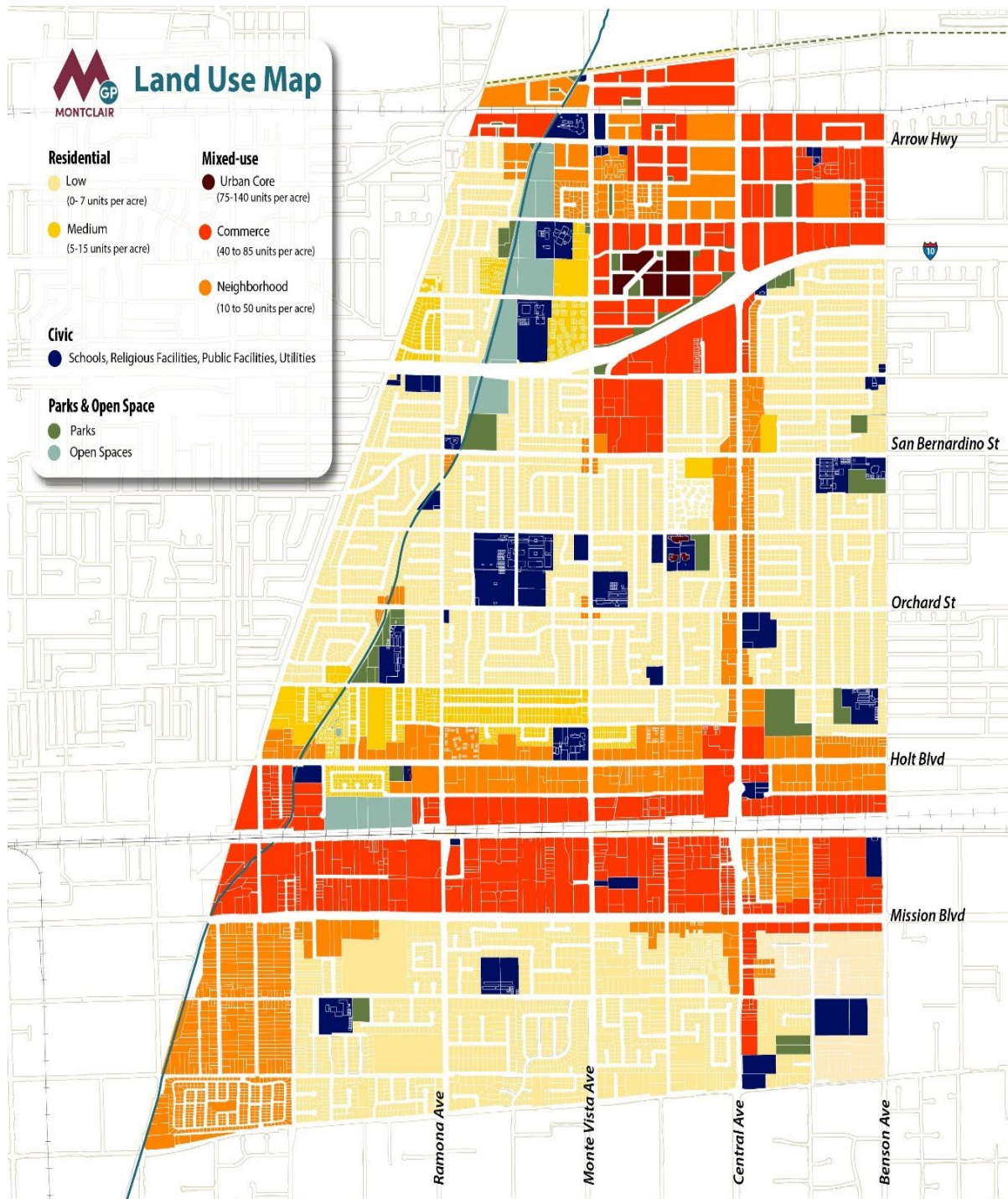


Figure 2-4 General Plan Land Use Distribution

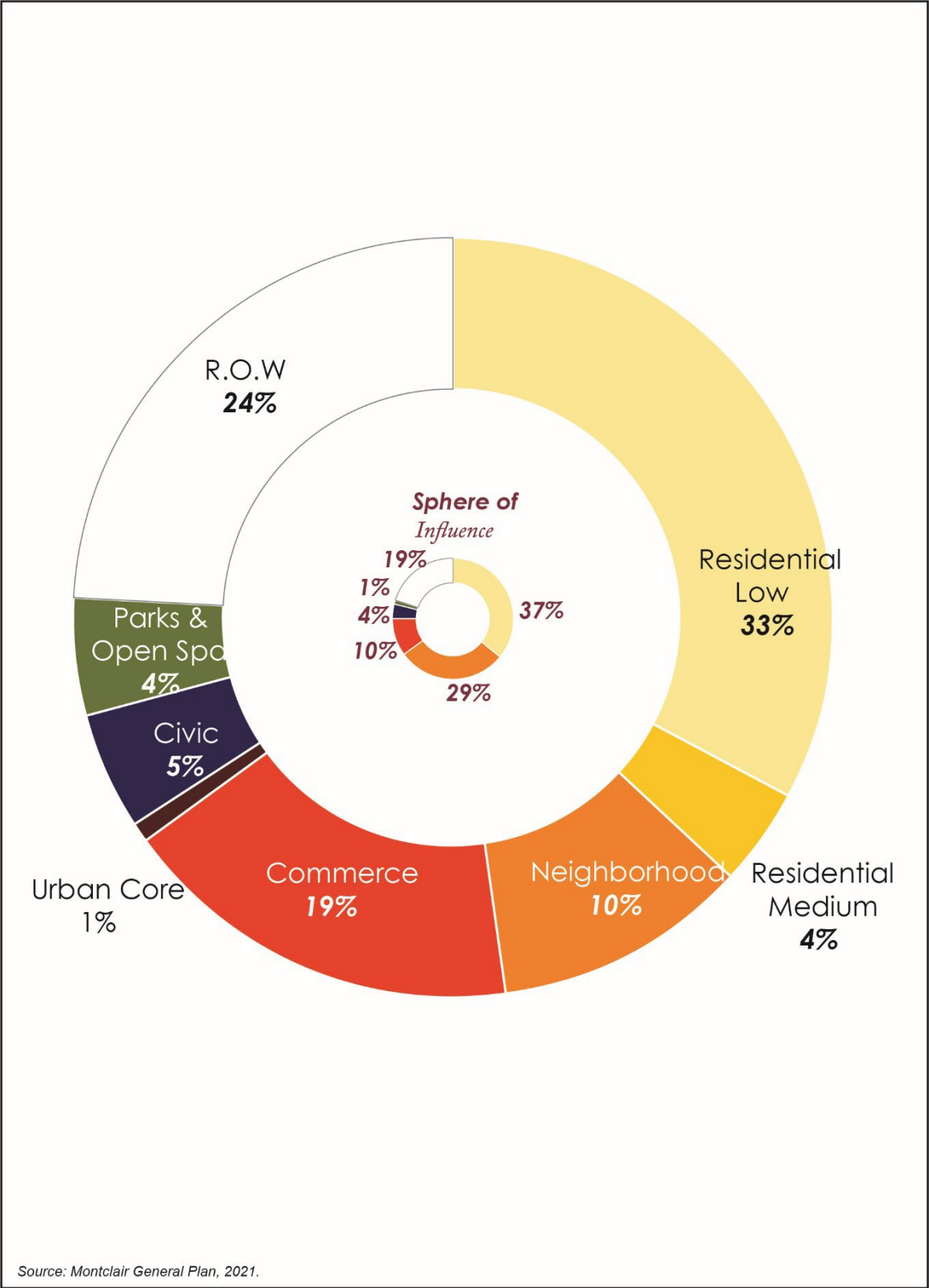


Table 2-3 Land Use Categories

Land Use Designation	Uses Allowed	Total Acres
Low Density Residential	Single-family housing units (0-7 units per acre)	1,384
Medium Density Residential	Single-family detached units, duplexes, triplexes and four-plexes (5-15 units per acre)	157.2
Neighborhood	Single-Family and Small Multi-family housing types (10-50 units per acre), allowed uses include retail, professional office, local-oriented uses, including supermarkets, retail stores, restaurants, professional and medical offices, and specialty retail stores.	521.6
Commerce	A wide variety of office and large-format retail and commercial activity along with multi-family dwellings (40-85 units per acre). Uses would include light industrial uses including research and development uses, small scale manufacturing, professional and medical office, and traditional business park.	716.9
Urban Core	high intensity mixed-use development anchored by civic, cultural, entertainment, retail and dining activity that features a variety of building sizes and housing choices (75-140 units per acre).	16.3
Civic	Government buildings and school facilities including: civic center, libraries, community centers, senior centers, fire stations, corporate yards, both public and private schools/universities and similar uses.	204.9
Parks and Open Space	Lands to public recreation and leisure and visual resources, and can range from neighborhood tot lots and pocket parks to urban squares and plazas and playgrounds to large regional parks and natural preserves.	137.3

Table 2-4 Changes in Existing and Proposed General Plan Land Use Designations

Existing Land Use Designations	Acres	Percentage (%) of Total	Proposed Land Use Designations	Acres	Percentage (%) of Total
Community Plan	127	3.1			
Planned Development	185	4.5			
Neighborhood Commercial	10	0.2	Mixed Use, Neighborhood	522	12.6
Business Park	202	4.9			
General Commercial	332	8.0	Mixed Use, Commerce	717	17.3
Regional Commercial	139	3.4	Mixed Use, Urban Core	16	0.4
Industrial Park	209	5.1			
Limited Manufacturing	45	1.1			
Office Professional	12	0.3			
Res. Very Low, 0-2 units/acre	162	3.9	Residential, Low (0-7 units/acre)	1,384	33.5
Res. Low, 3-7 units/acre	1,199	29.0			
Res. Medium, 8-14 units/acre	242	5.9	Residential, Medium (5-15 units/acre)	157	3.8
Senior Housing	11	0.3			
Medical Center	14	0.3			
Conservation Basins	73	1.8	Open Space	58	1.4
Neighborhood Park	60	1.5	Park	79	1.9
Public/Quasi Public	189	4.6	Schools, Religious Facilities, City Hall	205	5.0
Rights of Way	923	22.3	Rights of Way	962	23.3
			River Rights of Way	33	0.8
Total*	4,134	100		4,134	100
* Totals arrived at by adding up the individual rows above may differ slightly from the number shown here due to rounding					

2.3.5 Key Concepts of the Vision

As discussed in section 2.3.1, *Objectives of the Plan*, in order to achieve the community's vision, the Plan focuses on a green network for the City, mainly along the San Antonio Creek, connecting the western portion of the City from south to north with open parks, public space, and more, to increase amenities and improve the ecology of the community. City streets are to be used for increased green and transit infrastructure for the public, with a focus on four main street corridors: Central Avenue, Holt Boulevard, Arrow Highway, and Mission Boulevard. The Plan also focuses on improving neighborhoods, and reviving manufacturing. The following are the key updates included in the Plan.

Focus Areas of New Development

The Plan proposes focus areas and activity nodes to help shape and distribute new development. Much of Montclair is characterized by stable residential neighborhoods and established commercial uses. However, several areas have been identified as focus areas that offer unique characteristics and may provide opportunities to transition over time with adjustments in land use, beautification, and place-making through the following strategies: Green Network; Streets Reimagined; Great Neighborhoods; Transit-Oriented Downtown; Mall to Town Center; and Revive Manufacturing. These strategies are described below.

The focus areas of new development are shown in Figure 2-5. Table 2-7 displays the total planned acreages for the different land uses under the proposed Plan. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While there is relatively strong demand for a variety of land uses within Montclair, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for the next 20 years in the Plan is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

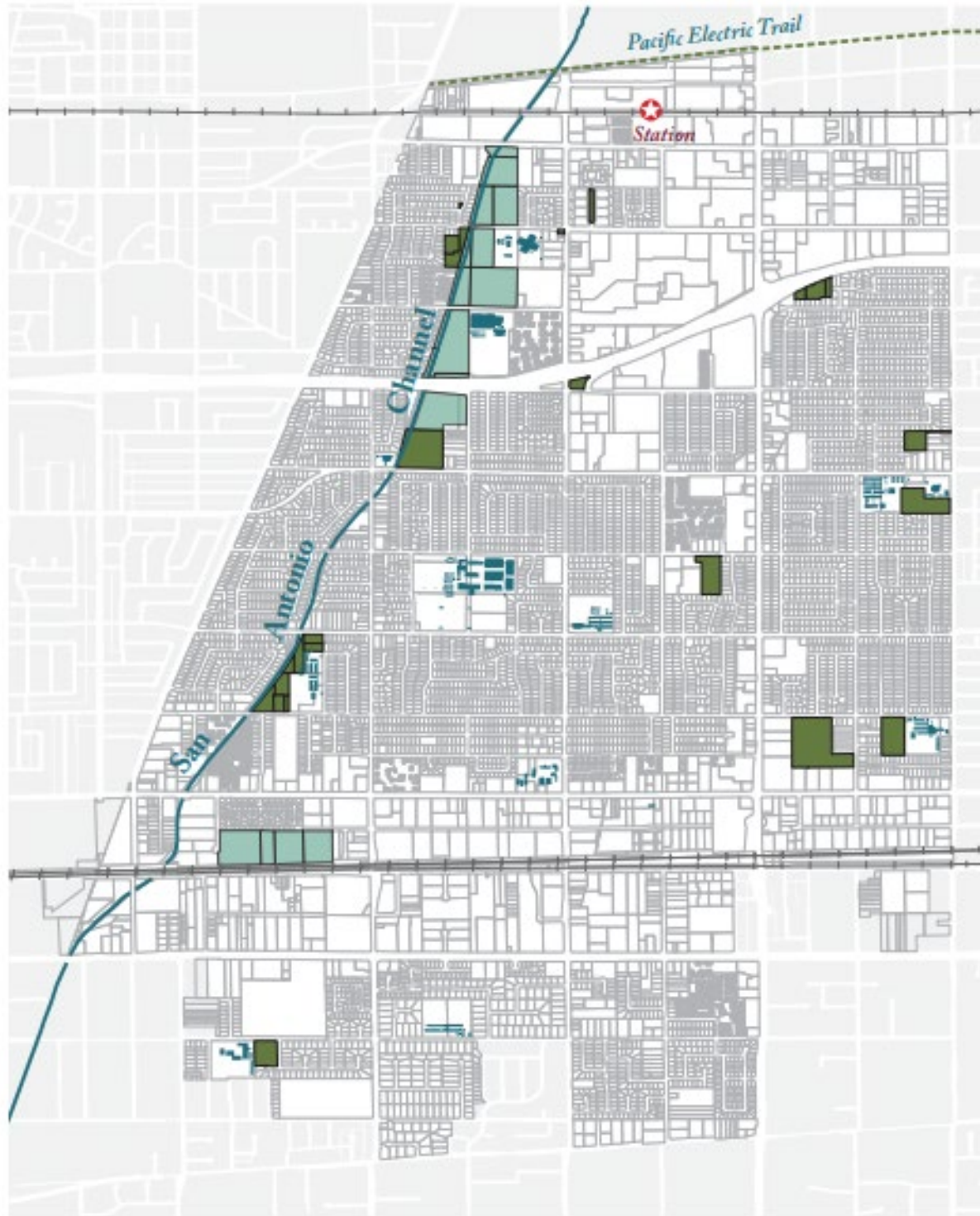
Green Network

A new City-wide green network of creeks, trails, open spaces, parks, and green streets is a key part of the Plan. A focus will be on the San Antonio Creek, which goes from north to south in the western part of the City. This provides opportunity to create more public spaces around and connected to the creek like parks, open spaces, and storm water basins to improve community amenities and a healthy ecology. The San Antonio Creek Channel Trail is planned to go along the creek, shown in Figure 2-6. Gateway green corridors, neighborhood connectors, active and cool corridors, and quiet streets are also a part of this development concept.

Figure 2-5 Focus Areas of New Development



Figure 2-6 San Antonio Channel Trail



Streets Reimagined

Central Avenue connects two of the area's main east-west freeways – the I-10 San Bernardino Freeway and the SR-60 Pomona Freeway (which is about one mile south of the Plan Area) – from north to south. It is also an important arterial roadway and commercial corridor traversing the Plan Area. Under the Plan, Central Avenue will be used as a mix used corridor. As shown in Figure 2-5, there will be two main focus areas of development: the Downtown and AHMUD areas north of the I-10 freeway, and the east/west Holt and Mission corridors in the southern third of the community. These focus areas will be connected by Central Avenue, which will have a new streetscape with two- and three-story mixed-use buildings. It will have four traffic lanes with parking on both sides, and a median allowing the preservation of the existing pine trees. Holt Avenue will be a part of the new center in the southern third of the community that will vary from the downtown center north of the I-10 freeway. This will add to the already established residential and commercial area with infill developments, such as the three-story buildings, to help establish this as a center at the intersection of Central Avenue. Arrow Highway has a proposal for a new streetscape and will be a part of the new downtown. Mission Boulevard is planned to have infill development with properly scaled frontage that complements the landscaping that is currently present. Conceptual illustrations of streetscapes along Central Avenue and Holt Boulevard are shown in Figure 2-7 and Figure 2-8.

Great Neighborhoods

The concept and vision for great neighborhoods is to preserve the City's stable residential neighborhoods and, where necessary, enhancing and repairing any deficiencies. The Plan lists the following strategies/goals for maintaining and enhancing vibrant, healthy, and resilient neighborhoods:

- Basic needs of daily life should be available within a short five-minute walk
- New development on existing or proposed streets facing these neighborhoods should be of a scale, size and character compatible with the existing homes
- A network of green streets and trails should link major public destinations
- There should be a diversity in type and size of buildings, streets, and open spaces, creating many options in uses, affordability, environments, and experiences

Transit-Oriented Downtown

A new downtown north of the I-10 is part of the Plan. This downtown will be accessible by Arrow Highway, Fremont Avenue, and Moreno Avenue and will include enhancements to those streets. The area is generally bounded by Arrow Highway, Central Avenue, Moreno Street, and Monte Vista Avenue. The enhancement of these three streets along with new infill development will create a robust mixed-use center close to the Montclair Transcenter (including the Metrolink Station) for ease of access via public transportation.

Figure 2-7 Conceptual Illustration of Central Avenue Streetscape



Rendering of Central Avenue Streetscape Enhancement

Figure 2-8 Conceptual Illustration of Central Avenue and Holt Boulevard



Rendering of Holt Boulevard at Central Avenue. A range of mobility options, with active frontages, wide sidewalks, and street planting.

6. Streetscape Improvement of Holt Boulevard, Orchard Street, San Bernardino Avenue and Moreno Street – These major east-west arterials will be enhanced with street planting and/or street-dieting to enhance their presence as major city-wide connectors.
7. Streetscape Improvement of Monte Vista Avenue and Ramona Avenue – These major north-south arterials will also be enhanced with street planting and/or street-dieting to enhance their presence as major city-wide connectors.

Mall to Town Center

Montclair Place has been the City's main commercial destination; the key concept is to transform the mall from a non-pedestrian friendly place to a vibrant new, walkable, mixed-use district with retail, office, and residential uses as shown in Figure 2-9.

Revive Manufacturing

The goal of this strategy is to preserve and improve the industrial area east of Central Avenue and north of the I-10. Industrial development between Mission Boulevard and Holt Boulevard will be selectively infilled with two- and three-story buildings that support small businesses dedicated to creating and selling self-made products, in fields ranging from food to crafts to technology.

Arrow Highway Mixed-Use District (AHMUD) Specific Plan

This Specific Plan is a component of the General Plan and focuses on the northwest and northeast corners of Montclair. The study area is located along the Arrow Highway Corridor mentioned above. Community engagement was a core part of the Specific Plan. The AHMUD builds off the previous specific plans of increased pedestrian and transit oriented downtown. AHMUD West focuses will be Arrow Highway enhancement, and new residential development west of the creek and north and south of the creek. AHMUD East focuses on Arrow Highway enhancement, a new public park, new development on the north and south side of Arrow Highway, and new development facing Central Avenue. The AHMUD Specific Plan incorporates public areas, such as greenways, a central park, and private and public open spaces. It also increases mobility through updated streetways, transit, sidewalks, bike lanes, and more. AHMUD includes phasing of public infrastructure such as improvements to streetscapes, San Antonio Creek Channel Trail, and Parks.

The three ways the AHMUD approached the policies was through resilience, social equity, and vision zero. Resilience keeps in mind the betterment of current residents while thinking of future adversities. Social equity seeks to integrate equal opportunity to all who reside in Montclair by improving opportunities through jobs, affordable housing, parks, mobility, and inclusion. Vision zero includes eliminating traffic fatalities and creating safe, healthy, and equitable mobility.

Figure 2-9 Plan of Redevelopment of Mall



2.3.6 Residential and Employment Growth Projections

Table 2-5 shows current and forecast population, households, and employment for the City, as estimated by the Southern California Association of Governments (SCAG). Montclair's population is forecast to reach approximately 49,200 in the year 2045. This represents an increase of approximately 8,798 people (22 percent) from the estimated 2018 population of 40,402 (SCAG 2019 and 2020).

Table 2-5 Population Growth

Year	Population	Households	Employment
2016	38,700 ^a	9,900 ^a	19,300 ^a
2018	40,402 ^b	10,546 ^b	18,791 ^b
2045	49,200 ^a	11,200 ^a	20,900 ^a
Change, 2018-2045	8,798	654	2,109

^a Source: Final Connect SoCal Demographics and Growth Forecast (SCAG 2020)

^b Source: SCAG Profile of the City of Montclair (SCAG 2019)

2.3.7 Residential, Commercial/Industrial, and Employment Growth by Land Use Type

Based on forecast growth, market demand, and developable land, the General Plan projects the change in demand for various land uses through the year 2040 as shown in Table 2-6.

Table 2-6 Existing Development and Project Demand

Land Use	Existing	Projected Additional Demand (2040)
Residential	11,200 units	5,325 – 7,580 units
Hotel/Motel	103 rooms	Up to 300 rooms
Office	350,000 sf	360,000 – 600,000 sf
Industrial/Flex	4,300,000 sf	750,000 – 1,900,000 sf
Retail	4,600,000 sf	Modest demand for new space
sf = square feet		

The Plan would accommodate future growth in the City and the projected demand for new land uses through creation of focus areas and activity nodes to help shape and distribute new development, as described in Section 2.3.5, and shown on the proposed General Plan Land Use Map (Figure 2-3) and the Focus Areas of New Development map (Figure 2-5). The location and amount of projected growth for the next 20 years in the Plan is a result of market study; careful block-by-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference. Based on the projected demand, the General Plan provides capacity for residential, mixed-use, civic, parks, and right-of-way as shown in Table 2-7.

Table 2-7 General Plan Capacity

Land Use Designation	Floor Area Ratio	Units/Acre	Acres	Commercial Square Footage	Units
Residential Low		7	1,384		9,688
Residential Medium		15	157.2		2,357
Mixed-Use Neighborhood	0.3	50	521.6	6,816,585	26,081
Mixed-Use Commerce	0.5	85	716.9	15,614,847	60,939
Mixed-Use Urban Core	0.75	140	16.3	533,977	2,288
Civic			204.9		
Parks and Open Space			137.3		
Right-of-Way			995.3		
Total			3,171.1	22,965,409	101,354

2.3.8 Climate Action Plan

A Climate Action Plan (CAP) for the City of Montclair has also been prepared concurrently with the Plan. While the CAP is a separate document from the Plan, relevant portions of the CAP have been integrated into Plan goals, policies, and implementation programs throughout the relevant Plan chapters and sections. The Plan will act as the comprehensive policy document and the CAP will provide mechanisms to implement and monitor the GHG reduction opportunities associated with City planning policies. Additionally, in this format, the Plan will meet the criteria of a “qualified plan for the reduction of greenhouse gases” according to the criteria specified in the CEQA Guidelines, which provides a mechanism for tiering and streamlining of GHG emissions analysis for projects that are consistent with such a plan.

2.4 Required Discretionary Actions

With recommendations from the City’s Planning Commission, the Montclair City Council will need to take the following discretionary actions in conjunction with the Plan:

- Certification of the Final EIR for the Plan
- Approval of the Plan

An updated Housing Element for the City of Montclair is included in the Plan and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the Plan is accounted for and analyzed in this EIR. The City plans to adopt and then submit the updated Housing Element to the California Department of Housing and Community Development (HCD) for review, comment, and certification prior to adoption of the rest of the Plan to comply with State guidance related to required and recommended deadlines for submissions of Housing Elements, as described in the Housing Element of the Plan.

The Plan does not involve any annexation of lands or adjustments to the City’s SOI. If annexation is pursued in the future, it would require approval from the San Bernardino County Local Agency Formation Commission (LAFCo). The California Department of Conservation, Division of Mines and

Geology, has no discretionary authority over the Plan, but will review the plans and policies relating to seismic safety for compliance with state regulations.

The City will amend its Development Code following adoption of the Plan to maintain consistency between the Plan and the Development Code, including specific land use regulations for parcel development defined in the Development Code. This action will, however, be carried out subsequent to, and separately from, the discretionary actions analyzed in this EIR.

3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed Plan. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Introduction

According to Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing, physical environmental conditions in the vicinity of the project to provide the “baseline condition” against which project-related impacts are compared.

3.2 Regional Setting

The Plan Area is all land within the City limits and Sphere of Influence (SOI) of the City of Montclair. Montclair is in southwestern San Bernardino County, approximately 30 miles east of downtown Los Angeles and 24 miles west of the City of San Bernardino. San Bernardino County covers approximately 20,068 square miles (U.S. Census Bureau 2020a) and has more than 2.1 million residents (California Department of Finance 2020). The County is topographically diverse, with mountains, valleys, agricultural land, deserts, and distinct urban areas. The most populated part of the County (including the Plan Area) is south of the San Gabriel Mountains and San Bernardino Mountains and is relatively close to and climatologically influenced by the Pacific Ocean. The Mediterranean climate of this area produces moderate temperatures year-round, but summer temperatures sometimes exceed 100 degrees. Winters are cooler and wetter, but low temperatures even in the winter rarely go below freezing. Rainfall is concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, landslides, and wildfires. Together with other cities in the inland coastal plain of San Bernardino, Los Angeles, Orange, and Riverside counties, Montclair is part of an ethnically and economically mixed region with a range of recreational, cultural, educational, and employment opportunities.

3.2.1 General Geographic Setting

Montclair is situated in the western part of the Pomona Valley. Its western boundary is also the San Bernardino/Los Angeles County line. It shares its western boundary with the Cities of Pomona and Claremont (both of which are in Los Angeles County), its northern boundary with the City of Upland, its eastern boundary with the City of Ontario, and its southern boundary with the City of Chino and unincorporated areas of San Bernardino County. The area around the City is primarily urban. Interstate 10 (I-10), also known as the San Bernardino Freeway, traverses the City from east to west.

Montclair has historically been and continues to be a largely residential community. As reflected in the existing land use designations shown in Table 2-3 in Section 2, *Project Description* of this EIR, about 40 percent of the Plan Area is occupied by residential uses of varying densities; about 23 percent of the Plan Area is occupied by business, industrial, and commercial uses; about 8 percent of the Plan Area is dedicated to open spaces, schools, and public facilities; about 3 percent is covered by Community Plans; and about 22 percent is occupied by rights-of-way.

3.2.2 Topography and Drainage

Montclair lies in the western part of the Pomona Valley, a sloping alluvial plain created by the weathering of the San Gabriel Mountains. The plain slopes generally to the south at about 2 percent (2 vertical feet for every 100 horizontal feet). The mean elevation of the City is 1,066 feet above sea level (Wikipedia, 2021). Plan Area elevations run from about 1,300 feet above sea level along the northern boundary of the Plan Area to 850 feet above sea level at the intersection of Phillips and Pipeline Avenues in the southwest part of the Plan Area (Montclair, 1999). The City's topography is relatively level in most areas, with no significant hillside areas or slopes. Soils in Montclair, as in most of the Pomona Valley, consist of alluvial debris deposited from the weathering of the San Gabriel Mountains. The two dominant soil types are the Tujunga-Dehli and Tujunga-Soboba Associations. Both soils types are very deep, coarse to gravelly or cobbly, coarse textured, and excessively well drained with low water holding capacity. Due to the urbanized nature of the City and its relatively level topography, soil erosion generally is not an issue.

3.2.3 Climate

Montclair enjoys a subtropical and semi-arid climate. The annual average temperature is 67 degrees Fahrenheit (°F). Summer highs are typically around 90 °F (but sometimes exceeding 100°F) and winter lows are typically around 40 °F but can occasionally be around 30 °F, although they rarely dip below freezing. Montclair receives an average annual rainfall of about 16.8 inches, which falls primarily during the months of September through April (Climate Data).

3.3 Cumulative Project Setting

Because the proposed project is a general plan update, cumulative impacts are treated somewhat differently than they would be for a project-specific development. Section 15130(b)(1)(B) of the CEQA Guidelines states that an adequate cumulative impact analysis can be based on "A summary of projections contained in an adopted local, regional or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect."

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis and each environmental impact analysis chapter of this EIR (chapters 4.0 through 4.20) contains only a brief discussion at the end of each chapter of the nature of cumulative impacts for the applicable impact area discussed in that chapter.

The analysis of transportation and related impacts (such as air quality, greenhouse gases, and noise) considers the effects of regional traffic growth, based on existing and future traffic volumes from the current regional growth model. The San Bernardino County Regional Travel model (SBTAM) was used to forecast roadway segment volumes and estimate existing and future Vehicle Miles Traveled (VMT). This model is consistent with the 2016 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); it has a base year of 2018 and a forecast year of 2040. Regional transportation models such as the SBTAM use socioeconomic data to estimate trip generation, mode choice, as well as several sub-models to address complex travel behavior and multi-modal transportation issues. This socioeconomic input data for the transportation model is processed at the Transportation Analysis Zone (TAZ) level. TAZs, often referred to as Tier 2 analysis, are generally equivalent to census block groups. There are over 11,000 TAZs in the SCAG region (SCAG, 2021).

4 Environmental Impact Analysis

This section discusses the possible environmental effects of the project for the specific issue areas identified as having the potential to experience significant impacts. “Significant effect” is defined by CEQA Guidelines Section 15382 as:

a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with an introduction summarizing the environmental effects considered for that issue area. This is followed by the setting and impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis, to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is listed separately in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation.** An impact that can be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the significance threshold levels and does not require mitigation measures. Mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact or Beneficial.** No impact would occur or the Plan would have a beneficial effect.

Following each environmental effect discussion, a list is provided of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects that evaluates the impacts associated with the project in conjunction with other future development in the area near Montclair. Please refer to Table ES-1 in the Executive Summary of this EIR for a summary of all impacts and mitigation measures that apply to the Plan.

As outlined in Section 3.3, *Cumulative Project Setting*, of this EIR, Section 15130(b)(1)(B) of the CEQA Guidelines states that an adequate cumulative impact analysis can be based on “A summary of

projections contained in an adopted local, regional or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect.”

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City’s plan area. Therefore, the analysis of the Plan’s impacts also constitutes the cumulative analysis, and each environmental impact analysis chapter of this EIR (Chapters 4.0 through 4.20) contains only a brief discussion at the end of each chapter of the nature of cumulative impacts for the applicable impact area discussed in that chapter. Examples of impact areas in which cumulative impacts extend, to some degree, beyond the boundaries of the Plan Area include transportation, air quality, and greenhouse gas emissions.

4.1 Aesthetics

This section describes current visual conditions in and around the Plan Area and evaluates the potential aesthetic and visual impacts of the Plan. Information for this section was taken in part from the Montclair General Plan Update (the Plan) and the Arrow Highway Mixed-Use District Specific Plan Area (AHMUD).

4.1.1 Environmental Setting

Visual resources are an important component of the quality of life of any community. As residents, workers, and/or visitors experience a place, their primary sensory interaction with that place is visual, and a wide variety of visual elements form the aesthetic character. These elements include scenic vistas, scenic resources, light and glare, and the visual character and quality of the area's topography, natural features, and urban form.

a. Scenic Resources

Scenic Streets

While the Plan Area has no designated scenic streets, local streets can and sometimes do enhance the aesthetic environment of the community, if they are well-designed. They can also serve an open space function by providing walking, jogging, bicycling, and relaxation opportunities, when they are configured with adequate sidewalks, bike paths, street trees, landscaped planting areas, and other streetscape amenities. This is further extended if they connect to other amenities with potential scenic value, such as parks and open space.

Scenic Highways

California's Scenic Highway Program was created in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Scenic corridors typically pertain to highways and visible lands outside the highway right-of-way, generally described as the view from the road. While there are no officially designated scenic highways in the Plan Area, the Foothill Freeway (Interstate 210 [I-210]), located approximately 2.5 miles north of the northern edge of the Plan Area, is eligible for state scenic highway designation (California Department of Transportation [Caltrans] 2011).

Scenic Vistas

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Scenic vistas encompass long-range views and often emphasize large-scale natural features. The following is a discussion of potential scenic vistas in the Plan Area.

The Plan Area is on an alluvial plain that gradually slopes down and to the south from the San Bernardino Mountains. The dominant views from the Plan Area are therefore of the San Bernardino Mountains, which can be seen from much of the Plan Area, looking north. On a clear winter day, the mountains are often snow-capped and clearly visible. Although the San Bernardino Mountains are not identified by the City as part of a scenic vista, because views of these mountains are prominent and the public can see them from much of the Plan Area, views of the San Gabriel Mountains could be considered part of a scenic vista for purposes of this environmental analysis.

b. Urban Visual Character and Quality

While scenic vistas encompass long-range views and often emphasize large-scale natural features, views are also affected by their more immediate visual surroundings. Local aesthetics, typically on a neighborhood level, also contribute to the City's urban visual character. Development densities and types, distinctive neighborhoods and commercial districts, unique architectural elements, prominent public institutions/landmarks, and other elements all contribute to the City's aesthetic quality.

Development Patterns

Montclair is a built-out community in an urbanized area, but it still retains the predominantly single-family residential character valued by many members of the community. Typical single family homes include post World War II homes, modest mid-century style home and ranch style homes. Section 4.5 *Cultural Resources* discusses the character of these homes in the context of their historical development. It is also characterized by distinct, diverse commercial areas and a variety of active and passive recreational facilities.

Residential Character

Montclair's earliest buildings, typically farmhouse, dates to the early twentieth century. Many of the residential neighborhoods are tract houses-built after World War II (in the 1950's and 1960's) and are designed in a Modest Mid-Century style. Most of the commercial and industrial buildings are also from the postwar era and have a Mid-Century modern style. New residential and commercial buildings continue to emanate a ranch and mid-century modern style so there is a cohesiveness among architectures and styles.

Commercial Areas

Montclair is transitioning from expansion and development to maintenance, preservation, and restorative infill activities. Non-residential rehabilitation activities serve to promote the retention, stabilization, and/or expansion of viable commercial activities, enhance the visual character of those areas, replace outdated or incompatible design elements, and respond to any infrastructure or related constraints that serve as disincentives to the improvement of those areas. Montclair commercial areas include a variety of businesses, such as a range of restaurants, serving the community. Several corridors and specific areas have identifiable aesthetic styles, such as Central Avenue, Holt Boulevard, and Moreno Street. Each is described in more detail below. The descriptions of the Holt Boulevard Corridor and the Moreno Street Corridor are taken from or based on the descriptions of these commercial areas in the Plan.

CENTRAL AVENUE

Central Avenue is in the northern portion of the City. Currently, Central Avenue is a six-lane road between the northern City limits and Benito Street, and a four-lane road between Benito Street and the southern City limits with twelve-foot travel lanes. The corridor serves mostly commercial areas such as restaurants and stores north of Interstate 10 (I-10) and serves a mix of commercial and single-family residential uses south of the I-10. Building height in commercial and residential areas does not exceed two and one-half stories. On-street parking and loading zones are provided on both sides of the street throughout the corridor.

HOLT BOULEVARD CORRIDOR

The aesthetic character of Holt Boulevard Corridor is influenced primarily by the commercial and industrial areas along it. General commercial uses account for approximately 275 acres or 8 percent of the land within Montclair, which are found mostly in the Holt and Mission Boulevard corridors (City of Montclair, 1991). The Holt Boulevard Corridor is part of the backbone of the City's circulation system. Holt Boulevard is a major east/west transportation route for the City. The planned visual character of commercial buildings in the corridor includes richness of surface and texture, significant wall articulation, multi-planed pitched roofs, regular or traditional window rhythm, significant landscape and hardscape elements, and comprehensive signage programs. These elements create good and innovative design features that are consistent with the General Plan.

MORENO STREET CORRIDOR

Moreno Street is a two-lane road in the northern portion of the City serving the residential areas west of San Antonio Creek. Its earliest buildings, most of which are former farmhouses that date to the early twentieth century, exhibit characteristics of the Craftsman style including low pitched roofs, wide eaves, and the incorporation of native stone and other natural materials. East of San Antonio Creek, between Benson and Monte Vista Avenue, Moreno Street is a four-lane road serving commercial areas. This corridor is a connector for parks, residential areas, schools, commercial areas, and is walking distance to the Montclair Transit Center (Transcenter). Most of the commercial and institutional properties along this corridor dating to the post war era exhibit characteristics of the Mid-Century Modern style including simple geometric forms, flat or low pitched roofs, and the absence of applied ornament.

Rail Line

Metrolink's San Bernardino train rail line goes through the northern part of the City just north of Arrow highway, with a stop at the Montclair Transcenter, a multimodal transportation facility located along Richton Street just east of Monte Vista Avenue. The 20-acre Transcenter is the largest Metrolink facility between Union Station in Los Angeles and the San Bernardino Metrolink station. It includes 1.6 acres for future residential/mixed use development and has parking for up to 1,600 vehicles. The aesthetic character of this rail corridor is influenced by the wide right of way around the rail line that provides relatively unobstructed views along it and into other areas; copious open but paved spaces including large surface parking lots near the Transcenter; and large industrial and commercial buildings between Central Avenue and Benson Avenue. Many properties along the rail line "turn their back" to the corridor by using walls or other barriers for safety and noise reduction purposes.

Open Space and Recreational Facilities

Open space provides visual relief from urbanized areas, including views for motorists, bicyclists, and pedestrians. Because the majority of the Plan Area is currently developed, open space is provided in the form of parks and street medians interspersed throughout the City. Montclair has a recreation center that offers programs and classes for the community.

PARKS

Currently, the City maintains 13 parks that cover more than 46 acres. The Chino Basin Conservation District has a two-acre demonstration garden to help educate the community about water efficient landscaping and the City also has a skate park for the community.

ANGELES NATIONAL FOREST

The Angeles National Forest is seven miles north of the Plan Area. It encompasses 650,000 acres including mountains, rivers, dense forests, and wilderness and offers a variety of regional recreational activities all-year round, including hiking, camping, swimming, fishing, mountain biking, and horseback riding.

c. Light and Glare

The Plan Area is primarily built out. Therefore, a substantial amount of nighttime ambient light from urban uses already exists. Typical contributors to nighttime ambient light levels include both stationary and mobile sources. Stationary sources include exterior structure illumination, light spillover from interior lighting, lighting for outdoor uses such as sports fields and courts, parking lot lighting, streetlights, and illuminated signage such as neon signs. In an urban setting such as the Plan Area, the principal mobile contributor to nighttime light is vehicle headlights. While exterior lighting is important for safety and wayfinding in an urban setting, excessively high, ambient nighttime light levels can have various negative effects, including reduction of night sky visibility, and annoyance or interference with sleep when the light intrudes into interior spaces.

Glare can be defined as excessive and uncontrolled brightness from a particular source, with the viewer being exposed to a direct or reflected view of the light source (Rensselaer Polytechnic University 2007). During the day, the primary source of glare is sunlight reflected by highly reflective surfaces such as glass and metal on buildings and cars, while nighttime light and glare comes from the same sources of nighttime ambient light, discussed above.

4.1.2 Regulatory Framework

a. State

State Scenic Highways

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as a State scenic highway is based on vividness, intactness, and unity, as described in Caltrans Scenic Highway Guidelines (2008):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape.

While there are no officially designated scenic highways in the Plan Area, the I-210, located approximately 2.5 miles north of the northern edge of the Plan Area, is eligible for state scenic highway designation (Caltrans 2011). A state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that this highway has been designated as a Scenic Highway.

City of Montclair Municipal Code

Title 11 of the Montclair Municipal Code, *Zoning*, includes the City's zoning regulations and standards. The purpose of Title 11 is to designate, regulate, and control the location, use, height, and alterations of buildings, structures, and land for residence, commerce, trade and industry, or other purposes. Title 11 of the Municipal Code divides the City into various zones, with standards for each zone regulating these qualities. Such regulations are deemed necessary to encourage the most appropriate use of land and preserve the aesthetic qualities of the City. Examples include requiring development to provide adequate open spaces for light and air, limiting the density of development, and implementing landscaping standards.

Section 11.50.090 of the Municipal Code includes lighting standards for protecting the aesthetic character of the City. Examples of these standards include requiring pole lights to be situated and shielded to not reflect lighting on adjacent properties, buildings, or public rights-of-way, and requiring all lighting to be arranged and shielded to eliminate glare and reflection.

The City has adopted specific plans with established zones that help govern development in various parts of Montclair where zoning regulations and standards may differ from the general regulations and standards of the City's General Plan and Zoning Ordinance. These specific plans range from one development (e.g., a specific site) to larger planned development areas. The City's specific plans include the following:

- Arrow Highway Mixed Use District Specific Plan
- North Montclair Downtown Specific Plan (NMDSP) 2017
- Montclair Place District Specific Plan (MPDSP) 2020

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

The assessment of aesthetic impacts involves qualitative analysis inherently subjective in nature. Viewers react to views and aesthetic conditions differently. This evaluation measures the existing visual environment of the Plan Area, described above, against the proposed project (implementation of the Plan), analyzing the nature of the anticipated change. It is important to underscore that the project is a General Plan and does not contain specific development proposals. This analysis therefore focuses on land use changes envisioned under the Plan and the aesthetic impacts on the community in terms of arrangement of built to open space, density and intensity of development, and height according to the thresholds of significance discussed below. The existing visual character and context of the Plan area is shown and described in Section 4.1.1, *Environmental Setting*, of this chapter.

According to CEQA Guidelines Appendix G, impacts related to aesthetics would be potentially significant if implementation of the Plan would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; or, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality; and/or

4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan have a substantial adverse effect on a scenic vista?

Impact AES-1 THE PLAN WOULD FACILITATE NEW DEVELOPMENT IN THE PLAN AREA, AND MAY AFFECT PUBLIC VIEWS OF SCENIC VISTAS, BUT ADHERENCE TO MUNICIPAL CODE REQUIREMENTS, DEVELOPMENT REVIEW PROCEDURES, CITY POLICIES, AND REQUIREMENTS IN THE AHMUD SPECIFIC PLAN WOULD REDUCE POTENTIAL IMPACTS TO SCENIC VISTAS TO A LESS THAN SIGNIFICANT LEVEL.

The Plan would allow for increased development and population growth in the Plan Area. Projections in the Plan forecast increased demand for residential and commercial development during the Plan period (about the next 20 years), which the Plan would accommodate. Any new buildings in the City are required to follow Title 11 of the Municipal Code. For example, the maximum building height is two- and one-half stories (35 feet), with exceptions outlined in the Municipal Code. New development carried out under the Plan would potentially create adverse effects on the scenic vista of the San Bernardino Mountains in portions of the City. Adherence to Municipal Code building height limits and setback requirements would, however, allow for sufficient views over and between buildings to avoid substantial effects on this scenic vista.

The AHMUD Specific Plan requires new development for each structure and land use to be constructed, reconstructed, enlarged, altered, or replaced in compliance with permit approval requirements. These requirements include:

1. The land use must be allowed in the zoning district
2. Permits or approvals required by the AHMUD Code must be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed structure is constructed and land use established or otherwise put in operation, and
3. Each land use and structure will comply with the applicable development standards of the AHMUD Code for the zoning district in which the site is located.

Adherence to these requirements would ensure that new development is reviewed for its potential impact on scenic vistas.

Views of scenic vistas would change gradually and incrementally as development carried out under the Plan occurs over approximately the next 20 years. The Plan Area is already developed and in an urban environment. In addition, future developments in the City would undergo further environmental and design review on a project-by-project basis, as applicable and as they are proposed, to identify and address any project-specific impacts to scenic vistas.

The Plan does not propose specific development projects that would have a substantial negative impact on public views or scenic vistas. In addition, there are no adopted scenic vistas in the Plan Area. All future development would be required to comply with regulations and development review procedures that concern the protection of public views or scenic vistas. Impacts to scenic vistas would therefore be less than significant.

Mitigation Measures

None required beyond compliance with applicable regulations and development review procedures.

Threshold 2: Would the Plan substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 THE PLAN WOULD FACILITATE DEVELOPMENT AND ACTIVITIES THAT HAVE THE POTENTIAL TO IMPACT SCENIC RESOURCES, INCLUDING TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS. FUTURE DEVELOPMENT COULD RESULT IN DIRECT IMPACTS TO SCENIC RESOURCES SHOULD CONSTRUCTION RESULT IN THE PHYSICAL DEMOLITION, DESTRUCTION, RELOCATION, OR ALTERATION OF A SCENIC RESOURCE. COMPLIANCE WITH CITY DEVELOPMENT REVIEW PROCEDURES WOULD REDUCE POTENTIAL IMPACTS TO SCENIC VISTAS TO A LESS THAN SIGNIFICANT LEVEL.

Scenic resources in the Plan Area include scenic tree resources and historic buildings. Older mature trees provide a sense of age and permanence. As stated on page 78 of the General Plan, every effort should be made to retain these trees, even in new development and in instances where the tree can be saved (City of Montclair, 1999). As discussed in Section 4.5, *Cultural Resources*, the City of Montclair Historic Resource List currently includes two historic resources: the Russian Village Historic District and Reeder Citrus Ranch. Future development in the Plan Area may impact historic buildings and heritage trees through the destruction or alteration of such resources. All future development would be required to comply with City development review procedures to ensure impacts to heritage trees and historic buildings are reduced and minimized in conjunction with future development, reducing impacts to such resources to a less than significant level.

Compliance with City development review procedures including site plan review, and avoidance of impacts to historic resources, would ensure that scenic trees are conserved. Site plan review and adequate study and identification of historic structures occurs prior to development, and during this process mitigation measures are devised to avoid or lessen negative impacts to potential historic and scenic resources. Adherence to these procedures would ensure that impacts to historic and scenic resources would be less than significant.

As discussed in Section 4.1.1, *Environmental Setting*, there are no officially designated scenic highways in the Plan Area. The I-210, located approximately 2.5 miles north of the northern edge of the Plan Area, is eligible for state scenic highway designation (Caltrans 2011). A state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. None of these actions have been taken for the I-210 in Montclair, however. Implementation of the Plan would not affect scenic resources in a state scenic highway viewshed. Impacts would be less than significant.

All future development would be required to comply with City development review procedures that concern the preservation of scenic resources. Regulations governing historical resources are also discussed in Section 4.5, *Cultural Resources*. As future projects are proposed and considered by the City they will be required to adhere to City development review procedures; therefore, the Plan’s potential impact on scenic resources would be less than significant.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

Threshold 3: Would the Plan, 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 a publicly accessible vantage point.) In urbanized areas, would the Plan conflict with applicable zoning and other regulations governing scenic quality?

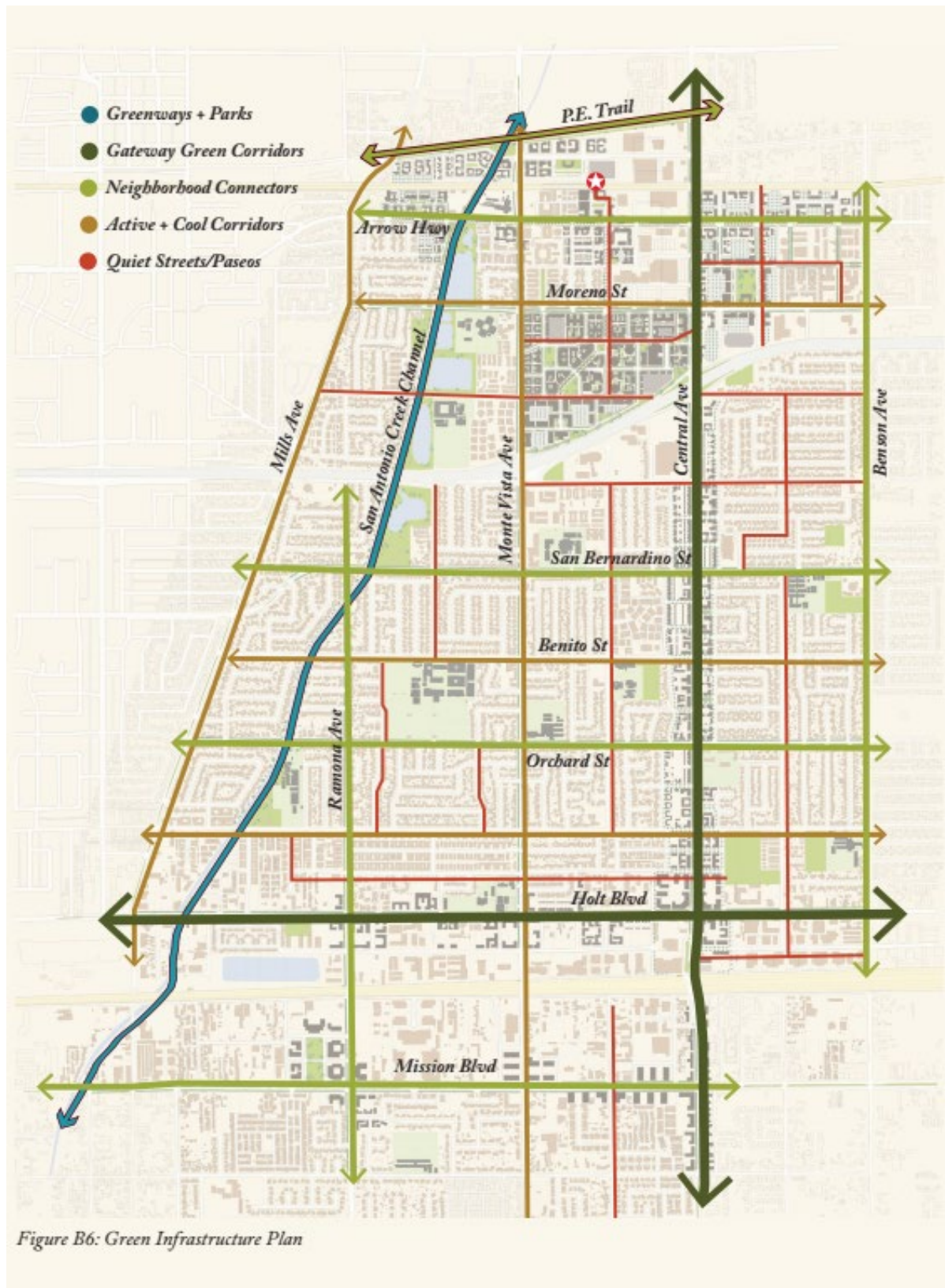
Impact AES-3 WHILE THE PLAN WOULD ACCOMMODATE DEVELOPMENT THAT WOULD ALTER THE VISUAL CHARACTER OF THE PLAN AREA, IT ALSO CONTAINS POLICIES AND ACTIONS DESIGNED TO PROTECT AND IMPROVE THE VISUAL CHARACTER AND QUALITY OF THE COMMUNITY, INCLUDING THE PLAN'S FOCUS AREAS. THESE POLICIES AND ACTIONS WOULD BE APPLIED AND ENFORCED THROUGH THE CITY'S STANDARD DEVELOPMENT REVIEW PROCEDURES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The land use changes envisioned under the Plan may affect the aesthetic character of various parts of the Plan Area. While all future development would be required to adhere to the design, density, and height guidelines applicable to the land use designation of the property on which it is proposed, the Plan would also establish goals and policies that would help define and guide the desired visual character and quality of specific districts, activity centers, and corridors in the community, described in Section 2, *Project Description*, of this EIR. The vision established by the Plan places a greater emphasis on green infrastructure including core areas such as open space and connecting corridors like the Gateway Green Corridors as depicted in Figure 4.1-1. These corridors are highly visible and can help to define the character of the City. As discussed below, the Plan defines (both physically and visually) the desired visual character and quality of these areas and sets policies in place to ensure that the City retains the unique aesthetic qualities valued by its residents. The Plan does not call for substantial changes to established residential neighborhoods, and includes specific policies aimed at retaining the character of the neighborhoods as stated in Policy P3.2 (conserve stable residential neighborhoods) and Action 5.9e (design parks and public spaces that reflect community character and identity, incorporate local natural, cultural, and historic landscapes and features).

The Plan would foster development of the community with improved streetscapes, gateways, and parks while improving opportunities for walking and biking to a variety of destinations. Public projects would also enhance the City, including the San Antonio Channel Enhancement; Arrow Highway Enhancement; Fremont Avenue Enhancement; Central Avenue Enhancement; and Local Street Improvement of Holt Boulevard, Orchard Street, San Bernardino Street, Moreno Street, Monte Vista Avenue and Ramona Avenue.

An increase in green infrastructure will include more greenways, increase in parks and open space, gateway green corridors, neighborhood connectors, and active and cool corridors.

Figure 4.1-1 Gateway Green Corridors



The policies and actions in the Plan related to visual character and quality include:

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.

A1.1a Develop a trail along the San Antonio Creek Channel.

A1.1b Require larger development projects to provide a range of public and private open spaces.

A1.1h Coordinate City work programs and projects to implement Green Streets as an integrated aspect of City infrastructure.

A1.4i Develop a predictable and sustainable means of funding implementation and maintenance of green infrastructure elements and green streets.

A1.4j Plan for large-scale use of Green Streets as a means of better connecting neighborhoods, better use of the public right of way, and better enhancing livability.

A1.4k Educate citizens, businesses and the development community about Green Streets and how they can serve as linear parks to enhance, improve, and connect neighborhoods to encourage their support, demand, and funding of these projects.

P3.2 Conserve stable residential neighborhoods.

A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.

A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

A2.4b Provide open space amenities in the commercial core.

P3.3 Direct new growth to Downtown area and the corridors.

A3.3a Direct new growth to the Station Area, MPDSP, Arrow Highway Mixed Use District, and the Central Avenue, Holt Boulevard, and Mission Street corridors.

A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

P5.4 Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.

A5.4a Encourage new development and existing properties to integrate Crime Prevention Through Environmental Design (CPTED) strategies and strategies to improve walkability.

A5.4b Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk).

P5.9 Create and foster a sense of community and improve social connectedness.

A5.9e Design parks and public spaces that reflect community character and identity, incorporate local natural, cultural, and historic landscapes and features.

Development and redevelopment that may occur under the Plan would be governed by these policies, which would be applied and enforced through the City's standard development review

procedures. These plans and procedures work together to protect Montclair's aesthetic resources and are a means to retain the community's character, while providing enhancements in certain areas of the City. Impacts to the visual character and quality of the Plan Area would therefore be less than significant with implementation of applicable policies and regulations.

Mitigation Measures

None required beyond compliance with applicable Plan policies and supporting City regulations.

Threshold 4: Would the Plan create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impact AES-4 NEW DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD ADD NEW SOURCES OF LIGHT AND GLARE TO THE PLAN AREA, BUT ALL DEVELOPMENT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S LIGHTING REGULATIONS AND IMPACTS WOULD THEREFORE BE LESS THAN SIGNIFICANT.

The Plan proposes development changes in identified nodes and corridors of the Plan Area, including enhanced pedestrian and bicycle improvements, streetscape enhancements, and the transition of industrial areas to allow for a mix of commercial uses (such as office and retail). Development in these and other parts of the Plan Area could create new sources of light from exterior building illumination, outdoor lighting associated with pedestrian and bicycle facilities, and glare from reflective building surfaces and vehicle surfaces or the headlights of vehicular traffic. These new sources of light or glare could affect adjacent light-sensitive land uses.

The Plan Area is already developed and a substantial amount of ambient light from urban uses already exists. Implementation of the Plan would primarily result in revitalization and enhancements that would include intensification and reuse of already-developed sites. Thus, the Plan would not in itself significantly increase light and glare beyond levels already allowed under the current General Plan. As discussed in Section 4.1.2, *Regulatory Framework*, Municipal Code 11.50.090 addresses design standards that are in place for lighting in Montclair, and this impact would be less than significant.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

Cumulative Analysis

Future development carried out under the Plan, including a new transit-oriented downtown, in an existing developed area, could result in aesthetic impacts. Such impacts would be site-specific and would require evaluation on a case-by-case basis at the project level in accordance with each proposed project. Each discretionary project would require separate discretionary approval and evaluation under CEQA, which would address potential impacts to visual resources and identify necessary mitigation measures, where appropriate. Even ministerial (non-discretionary) projects would be subject to the City's ministerial development review procedures. These projects taken together as a whole would increase the impression of urbanization and development in the Plan Area but, as discussed throughout this chapter of the EIR (and especially Impact AES-3) and in Chapter 2, *Project Description* of this EIR, this development would be in response to market demand and would be strategically focused in areas that have been determined by the community through the Plan development process (including public involvement) to preserve existing neighborhoods and improve the focus areas. Consequently, future development carried out under the Plan would

not result in significant cumulative environmental impacts in conflict with aesthetics requirements for preserving visual character, public views, scenic vistas and resources, or requirements for minimizing and controlling potential light and glare. Therefore, the General Plan would not cause a cumulatively considerable impact on aesthetics, and no mitigation is required.

4.2 Agriculture and Forestry Resources

This section discusses existing farmland and forestland within the Plan Area, relevant regulations and policies, and assesses potential impacts related to the loss of farmland and forestry resources due to implementation of the Plan. The California Department of Conservation (DOC) and the City of Montclair's General Plan and Municipal Code along with other resources were used to assess potential environmental impacts. Definitions pertinent to this Section of the Environmental Impact Assessment (EIR) include the following:

- **Prime Farmland:** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance:** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store moisture content. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The Farmland Mapping and Monitoring Program (FMMP) sets forth specific criteria, all of which must be present, for soils to qualify as Prime Farmland or Farmland of Statewide Importance. These criteria specify the qualifying moisture regimes, temperature range, acid-alkali balance (pH), depth to the water table, soil sodium content, frequency of flooding, erodibility, permeability, rock fragment content, and rooting depth. "Nursery Crops" and "Nursery Bedding Plants" are considered agricultural products, per the California Department of Food and Agriculture (CDFA).
- **Unique Farmland:** Farmland of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. Unique Farmland is land that does not meet all of the criteria for either Prime Farmland or Farmland of Statewide Importance.
- **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock.
- **Urban and Built Up land:** Areas that are occupied by a building density of one unit to 1.5 acres or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.
- **Other Land:** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (DOC 2004).
- **Williamson Act Contract:** Williamson Act Contracts are formed between a county or City and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas are eligible for enrollment under a contract. The minimum term for contracts is ten years and agricultural preserves must generally be at least 100 acres in size (DOC 2021a).
- **Forest Land:** land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest

resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (Public Resources Code [PRC] Section 12220[g]).

- **Timberland:** land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees (PRC Section 4526).
- **Timberland Production zone:** an area which has been zoned pursuant to California Government Code Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses (Government Code Section 51104[g]).

4.2.1 Environmental Setting

Most of Montclair is classified as Urban and Built Up land based on the Department of Conservation's Farmland Mapping and Monitoring Program (DOC 2021b). Approximately 74 acres of Montclair is categorized as "Other Land," which corresponds to the channelized San Antonio Creek and associated flood control retention basins in the northwestern area of the City. The Plan Area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as illustrated in Figure 4.2-1. In addition, the Plan Area does not contain land zoned for agricultural use or under Williamson Act contract (City of Montclair 2018). Similarly, the Plan Area does not contain forest land, timberland, or land zoned for timberland production. To the west and south of the Plan Area in unincorporated San Bernardino County, to the south in the City of Chino, and to the east in the City of Ontario, there are a few scattered areas classified as Unique Farmland, Farmland of Statewide Importance, and Grazing Land (DOC 2021b). The nearest forestland is the Angeles National Forest, approximately three miles north of the Plan Area.

4.2.2 Regulatory Framework

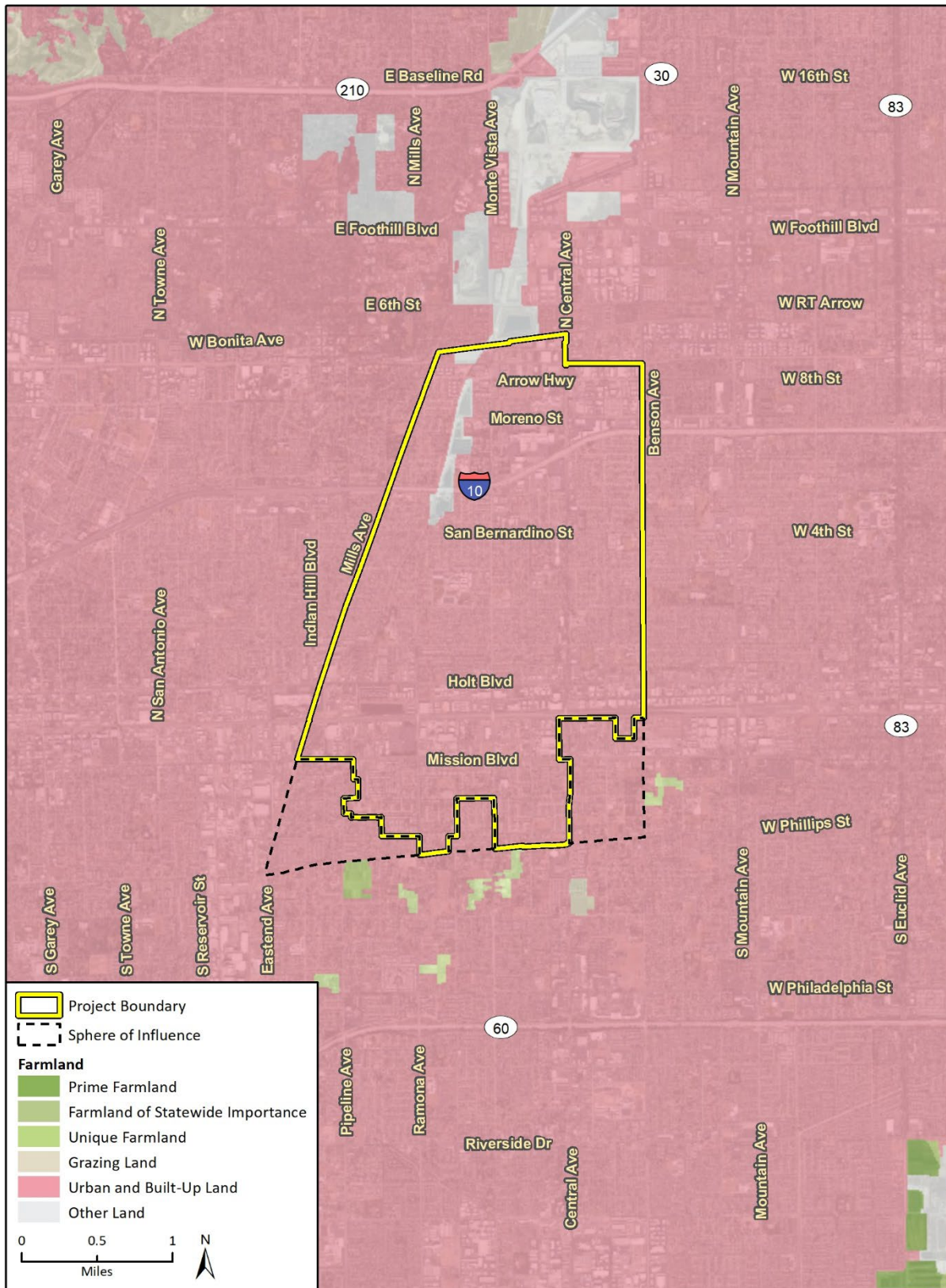
Various policies and regulations are enforced at the federal, state, and local level to protect agriculture, forestry, and timberland resources, as outlined below.

a. Federal

Farmland Protection Policy Act

The Farmland Protection and Policy Act was designed to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. The Farmland Protection and Policy Act assures that, to the extent possible, federal programs are administered to be compatible with state, local, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the Farmland Protection and Policy Act every two years. This act does not authorize the federal government to regulate the use of private or non-federal land or, in any way, affect the property rights of owners. For the purposes of the act, "farmland" includes prime farmland, unique farmland, and farmland of statewide or local importance. Farmland subject to Farmland Protection and Policy Act requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban/built-up land (Natural Resources Conservation Service [NRCS] 2021a). Projects are subject to Farmland Protection and Policy Act requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

Figure 4.2-1 Farmland Mapping and Monitoring Land Classifications



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Additional data provided by FMMP, 2021.

Fig 4.2-1 Farmland Mapping and Monitoring Program Land Classifications

Farm and Ranch Lands Protection Program

The Farm and Ranch Lands Protection Program provides matching funds to purchase development rights to keep productive farm and rangeland in agricultural uses. Working through existing programs, the United States Department of Agriculture (USDA) partners with state, tribal, or local governments along with nongovernmental organizations to acquire conservation easements or other interests in land from landowners. USDA provides up to 50 percent of the fair market easement value of the conservation easement. To qualify, farmland must be part of a pending offer from a state, tribe, or local farmland protection program; be privately owned; have a conservation plan for highly erodible land; be large enough to sustain agricultural production; be accessible to markets for what the land produces; have adequate infrastructure and agricultural support services; and have surrounding parcels of land that can support long-term agricultural production. The USDA Natural Resources Conservation Service manages the program (NRCS 2021b).

b. State

Farmland Mapping and Monitoring Program

The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and analyze the conversion of such lands throughout California. The DOC relies on the United States Department of Agriculture NRCS soil classifications and definitions, slightly modified for California, to categorize farmland. PRC Section 21060.1 uses the FMMP to define agricultural land for the purposes of assessing environmental impacts under CEQA (refer to the definitions provided in the introduction to this Section). The DOC maps agricultural lands in California through the FMMP, also referred to as the California Important Farmland dataset, which tracks the location, extent, and changes over time (conversion) of agricultural lands in the State (DOC 2021b).

California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is applicable to specific parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. The Williamson Act program is administered by the DOC, in conjunction with local governments that administer the individual contract arrangements with landowners. Participation in the Williamson Act program is dependent on County adoption and implementation of the program and is voluntary for landowners (DOC 2021c). The most recent Williamson Act Status Report (2018-2019) shows that San Bernardino County is a Participating Williamson Act County (DOC 2020).

Farmland Security Zone

The Farmland Security Zone was created by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy in the State. Land must be under a Williamson Act contract and designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance to be eligible. Farmland Security Zone classification automatically renews each year for an additional 20 years. In return for a 35 percent reduction in the taxable value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into nonagricultural uses.

Open Space Subvention Act

The Open Space Subvention Act was enacted on January 1, 1972 to provide for the partial replacement of local property tax revenue foregone as a result of participation in the Williamson Act program and other enforceable open space restriction programs. Participating local governments receive annual payment on the basis of the quantity (number of acres), quality (soil type and agricultural productivity), and, for Farmland Security Zone contracts, location (proximity to a City) of land enrolled under eligible, enforceable open space restrictions. With implementation of Assembly Bill (AB) 1265, counties that receive less than half of their foregone general fund property tax revenue from the Open Space Subvention Act Program the prior year are eligible to implement a new provision of the Williamson Act to allow both Williamson Act and Farmland Security Zone contracts to be amended from 10 to 20 years to 9 and 18 years, respectively.

California Farmland Conservancy Program Act

The California Farmland Conservancy Program Act, also known as Senate Bill (SB) 1142, established the California Farmland Conservancy Program, which provides grants for agricultural conservation easements. An agricultural conservation easement aims to maintain agricultural land in active production by preventing development on the subject parcel and prohibiting practices that would damage or interfere with the agricultural use of the land. Because the easement is a restriction on the deed of the property, the easement remains in effect even when the land changes ownership. While other benefits may accrue because the land is not developed (scenic and habitat values, for example), the primary use of the land is agricultural. Easements funded by the California Farmland Conservancy Program must be of a size and nature suitable for viable commercial agriculture (DOC 2021d).

c. Local

Montclair Municipal Code

The City of Montclair Municipal Code (MMC) contains the Estate Zone (A), which is intended to establish zoning regulations for the purpose of allowing animals, agriculture, and auxiliary buildings, in addition to those uses provided in the Single-Family Residential (R-1) Zone (MMC Chapter 11.16). In order to zone a piece of land as an A, the Montclair Municipal Code requires a Planning Commission resolution. Presently, Montclair does not contain any land zoned A (City of Montclair 2018).

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to agriculture and forestry resources would be potentially significant if implementation of the Plan would:

1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
2. Conflict with existing zoning for agricultural use or a Williamson Act contract;

3. 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]);
4. Result in the loss of forest land or conversion of forest land to non-forest use; or
5. 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.

b. Project and Cumulative Impacts

Threshold 1:	Would the Plan convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
Threshold 2:	Would the Plan conflict with existing zoning for agricultural use or a Williamson Act contract?
Threshold 5:	Would the Plan involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Impact AG-1 THE PLAN AREA IS ALMOST ENTIRELY DEVELOPED WITH URBAN USES AND DOES NOT CONTAIN FARMLAND, LAND ZONED FOR AGRICULTURAL USE, OR LAND UNDER WILLIAMSON ACT CONTRACT. IMPLEMENTATION OF THE PLAN WOULD NOT RESULT IN THE CONVERSION OF FARMLAND, A CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE OR A WILLIAMSON ACT CONTRACT, OR THE CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE, AND THERE WOULD BE NO IMPACT.

The Plan Area is almost entirely urbanized, with land uses consisting of residential, commercial, institutional, and industrial development, as well as local parks and areas dedicated to flood control. As described in Section 4.2.1, Environmental Setting, the Plan Area does not contain Farmland mapped by the FMMP, land zoned for agricultural use, or land under Williamson Act contract. Therefore, implementation of the Plan would not directly impact agricultural resources within the Plan Area.

The closest mapped Farmland is a 17.6-acre area identified as Unique Farmland located immediately south of the City's southern boundary at Phillips Boulevard, within unincorporated San Bernardino County (DOC 2021b). There are an additional four small (less than 30-acre), scattered areas of Farmland to the south of the Plan Area in Unincorporated San Bernardino County, one approximately 21-acre area in the City of Chino mapped as grazing land, and one 14.5-acre area of Unique Farmland to the east of the Plan Area in the City of Ontario (DOC 2021b). These mapped Farmland areas are surrounded by existing urban development and are outside of the Plan Area. As such, implementation of the Plan would not result in direct or indirect impacts to agriculture resources in the Plan Area or neighboring jurisdictions; and implementation of the Plan would not result in the conversion of Farmland, a conflict with existing zoning for agricultural use or a Williamson Act contract, or the conversion of Farmland to non-agricultural use. There would be no impact.

Mitigation Measures

There would be no impact so mitigation is not required.

Threshold 3:	Would the Plan 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])?
Threshold 4:	Would the Plan result in the loss of forest land or conversion of forest land to non-forest use?
Threshold 5:	Would the Plan involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

Impact AG-2 THE PLAN AREA DOES NOT CONTAIN FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBER PRODUCTION. IMPLEMENTATION OF THE PLAN WOULD NOT RESULT IN THE LOSS OR CONVERSION OF FOREST LAND OR CONFLICTS WITH EXISTING ZONING FOR FOREST LAND, TIMBERLAND, OR TIMBERLAND PRODUCTION. THERE WOULD BE NO IMPACT.

The Plan Area is almost entirely urbanized and, as described in Section 4.2.1, Environmental Setting, the Plan Area does not contain forest land, timberland, or areas zoned for Timberland Production. The nearest forest land is the Angeles National Forest located approximately five miles north of the City, and this land is protected and managed by the USFS. Implementation of the Plan would not conflict with existing zoning of forest land, timberland, or timberland zoned Timberland Production, nor would it result in the loss of forest land or the conversion of forest land to non-forest use. There would be no impact.

Mitigation Measures

Impacts would be less than significant without mitigation.

Cumulative Impacts

As described in the above analysis, the Plan Area does not contain agricultural land or forest land and implementation of the Plan would result in less than significant impacts to these resources. The areas surrounding Montclair are largely urbanized, though there are several isolated plots of Farmland to the south and east in neighboring jurisdictions (and outside of the City's SOI) that are surrounded by existing urban development. Cumulative development in the region has the potential to result in the conversion nearby Farmland or forest land to urban uses. Individual projects in the surrounding areas would be assessed for potential impacts to agriculture and forestry resources and would be required to implement mitigation in accordance with any applicable state and local policies. Additionally, because the Plan would not directly or indirectly contribute to farmland or forestland conversion, it would not contribute to a cumulative impacts on these resources. Implementation of the Plan would not result in a considerable contribution to a significant cumulative impact to agriculture and forestry resources.

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4.3 Air Quality

This section describes existing air quality conditions in Montclair and the Plan's potential impacts on air quality. Information for this section is based in part on data from the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB).

4.3.1 Environmental Setting

4.3.1.1 *Climate*

Montclair is located within the South Coast Air Basin (Basin), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronimo Pass area in Riverside County. The regional climate in the Basin is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry. The SCAQMD monitors and regulates local air quality in the Basin.

Montclair is located within the southwestern San Bernardino County portion of the Basin. The annual average is 67 degrees. Typically, the area experiences a daily wind pattern of daytime onshore sea breezes and nighttime land breezes. This pattern is broken only by occasional winter storms and infrequent Santa Ana winds from the mountains and deserts north and east of the Basin. Usually warm, dry, and dusty, Santa Ana winds are particularly strong in passes and at the mouths of canyons. Sustained winds of 60 miles per hour with higher gusts are common for these conditions. On average, Santa Ana wind conditions occur five to 10 times per year, with each event lasting up to a few days.

4.3.1.2 *Air Pollutants*

Air pollutant emissions in the Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The definitions of the six primary criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter equal to or less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}, respectively), and lead (Pb) are provided below. O₃ is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x).

- **Ozone.** O_3 is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_x and ROG/VOC. VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO_x is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and NO_2 . NO_x is formed during the combustion of fuels, while VOC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O_3 readily combines with many different atmosphere components. Consequently, high O_3 levels tend to exist only while high VOC and NO_x levels are present to sustain the O_3 formation process. Once the precursors have been depleted, O_3 levels rapidly decline. Because these reactions occur on a regional rather than local scale, O_3 is considered a regional pollutant. In addition, because O_3 requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. Groups most sensitive to O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors (United States Environmental Protection Agency [USEPA] 2021). Depending on the level of exposure, O_3 can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; and aggravate lung diseases such as asthma, emphysema, and chronic bronchitis.
- **Carbon Monoxide.** CO is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (USEPA 2021).
- **Nitrogen Dioxide.** NO_2 is a by-product of fuel combustion. The primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO_x produced by combustion is nitric oxide, but nitric oxide reacts rapidly to form NO_2 , creating the mixture of nitric oxide and NO_2 , commonly called NO_x . NO_2 is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO_2 (USEPA 2021). NO_2 absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O_3 /smog and acid rain.
- **Suspended Particulates.** Suspended atmospheric PM_{10} and $PM_{2.5}$ are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. Both PM_{10} and $PM_{2.5}$ are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM_{10} and $PM_{2.5}$ can be very different. PM_{10} is generally associated with dust mobilized by wind and vehicles. In contrast, $PM_{2.5}$ is

generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM₁₀ can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For PM_{2.5}, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2022).

- **Sulfur Dioxide (SO₂).** SO₂ is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO₂ emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO₂ emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO₂ (USEPA 2021).
- **Lead (Pb).** Pb is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial. However, due to the USEPA’s regulatory efforts to remove lead from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and lowered IQ (USEPA 2021).
- **TAC.** In addition to the criteria pollutants, toxic air contaminants (TACs) are airborne substances diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM_{2.5}. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2022). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to toxic air pollutants at sufficient concentrations and durations may have an increased chance of

getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2020).

4.3.1.3 Regulatory Framework

Federal and California Clean Air Acts

The federal and state governments have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent within the California Environmental Protection Agency (CalEPA). County-level air districts provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local air districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the Basin.

The USEPA has set primary national ambient air quality standards (NAAQS) for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 4.3-1 lists the current federal and state standards for regulated pollutants.

SCAQMD is the designated air quality control agency in the Basin, which is designated nonattainment for the 8-hour federal ozone standard and PM_{2.5} standards. The Los Angeles County portion of the Basin is also designated non-attainment for lead at the federal level (USEPA 2022). The Basin is also designated nonattainment for the state ozone, PM_{2.5}, and PM₁₀ standards (CARB 2020). The Basin is designated unclassifiable or in attainment for all other federal and state standards (CARB 2020, USEPA 2022).

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the portion of the Basin within its jurisdiction. The air pollution control district for each county adopts rules, regulations, and programs to attain federal and state air quality standards and appropriates money (including permit fees) to achieve these objectives.

Table 4.3-1 Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone (O ₃)	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide (CO)	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide (NO ₂)	100 ppb (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.03 ppm (annual avg)
Sulfur Dioxide (SO ₂)	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 75 ppb (1-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead (Pb)	1.5 µg/m ³ (3-month avg)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	20 µg/m ³ (annual avg) 50 µg/m ³ (24-hr avg)
Fine Particulate Matter (PM _{2.5})	15 µg/m ³ (annual avg) 35 µg/m ³ (24-hr avg)	12 µg/m ³ (annual avg)

ppb = parts per billion; ppm = parts per million; µg/m³ = micrograms per cubic meter
Source: CARB 2016

In addition, the following California Code of Regulations would be applicable to the project:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

California Building Standards Code

California Code of Regulations Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

Part 6 – Building Energy Efficiency Standards/Energy Code

California Code of Regulations Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The 2019 Title 24 standards are the

applicable building energy efficiency standards for the Plan because they became effective on January 1, 2020.

The voluntary standards require:

- **Tier I:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, and 20 percent cement reduction.
- **Tier II:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, and 25 percent cement reduction.

South Coast Air Quality Management District

As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described below under Section 4.3.1.2, *Air Pollutants*, are already occurring in that area as part of the environmental baseline condition.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SCAQMD adopted the Final 2016 Air Quality Management Plan (AQMP) in March 2017 to reach attainment for federal and state standards. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015. The Final 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP.

The plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially for mobile sources. The 2016 AQMP¹ also includes a discussion of emerging issues, such as fugitive toxic particulate emissions. In addition, the 2016 AQMP discusses emerging opportunities including zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The plan also demonstrates strategies for attainment of the new federal 8-hour ozone standard and vehicle miles traveled (VMT) emissions offsets, pursuant to recent USEPA requirements (SCAQMD 2017).

Project-level significance thresholds established by local air districts set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or state

¹ At the time of this document preparation, the latest updated AQMP is still in draft form and has not been adopted. Therefore, the 2016 AQMP remains the AQMP by which consistency is analyzed.

ambient air quality standard. Therefore, if a project's air pollutant emissions exceed the significance thresholds, the project could cause or contribute to the human health impacts.

To minimize potential impacts from project emissions, the SCAQMD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 403 (Fugitive Dust).** This rule pertains to any activity or man-made condition capable of generating fugitive dust. The rule has best available control measures that are applicable to all construction activity sources. The new construction would be required to comply with all provisions of Rule 403, including the following measures:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
 - Exposed surfaces shall be maintained at a minimum soil moisture of 12 percent and vehicle speeds shall be limited to 15 miles per hour on unpaved roads.
- **Rule 402 (Odors).** This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank. This rule has specific requirements for how facility equipment and operation, such as operating signs, daily maintenance inspection protocol, and periodic compliance inspection protocol.
- **Rule 1113 (Architectural Coatings).** This rule limits the content of VOCs in architectural coatings that are supplied, sold, offered for sale, and manufactured within the Air District. Effective January 1, 2019, all building envelope coatings were limited to a VOC content of 50 grams per liter.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing

growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

Montclair General Plan

The Plan includes numerous policies and actions through with Air Quality would be improved and regional impacts reduced, as follows:

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.

- A1.1c Develop quantitative stormwater management standards to be met through green infrastructure practices.
- A1.1e Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.
- A1.1g Promote the use of green roofs, bio-swales, pervious materials, or hardscape, and other stormwater management practices to reduce water pollution.
- A1.1h Coordinate City work programs and projects to implement green streets as an integrated aspect of City infrastructure.
- A1.1i Develop a predictable and sustainable means of funding implementation and maintenance of green infrastructure elements and green streets.
- A1.1j Plan, or large-scale use of, Green Streets as a means of better connecting neighborhoods, better use of the public right of way, and better enhancing livability.
- A1.1k Educate citizens, businesses and the development community about Green Streets and how they can serve as linear parks to enhance, improve, and connect neighborhoods to encourage their support, demand, and funding of these projects.

P1.2 Support regional planning efforts to improve air quality.

- A1.2 Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution.

P1.3 Consider Climate Action Plan's emission reduction goals in all major decisions on land use and investments in public infrastructure.

- A1.3a Achieve the community's short-term goal to reduce community-based GHG emissions by 40 percent below 2017 baseline levels by 2030.
- A1.3b Strive to achieve the community's long-term goal to reduce community-based GHG emissions by 80 percent by 2050.
- A1.3c Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.

P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.

A1.4a Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies.

A1.4b Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages.

P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.

A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions.

A1.5b Promote use of alternate modes of transportation in the City of Montclair, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.

A1.5c Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.

A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.

A1.5e Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques.

P1.6 Improve the City's jobs/housing balance ratio.

A1.6 Support development that provides housing and employment opportunities to enable people to live and work within Montclair.

P2.1 Diversify the City's economy.

A2.1a Foster high-employment density industry clusters.

P3.2 Conserve stable residential neighborhoods.

A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.

A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

P3.3 Direct new growth to Downtown area and Corridors.

A3.3a Direct new growth to the Station Area, MPDSP, Arrow Highway Mixed Use District, and the Central Avenue, Holt Boulevard, and Mission Street corridors.

A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

P3.4 Create places of enduring quality that are uniquely fit to their time and place.

A3.4a Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair’s walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets.

A3.4b Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality and encourage water and resource conservation.

P3.5 Remove regulatory and procedural barriers to good design.

A3.5 Develop and adopt a Form-Based Code for the Montclair Mall area and Arrow Highway Mixed Use District that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.

P3.6 Promote resilient low carbon-built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions.

A3.6 Adopt a form-based code that allocates land uses based primarily on the control of the physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.

P4.5 Establish seamless integration of modes at the mobility hub.

A4.5a Create clear, direct, and short transfers between different modes and routes.

A4.5b Create safe pedestrian and bicycle access to mobility hubs from major destinations.

A4.5c Provide secure commuter parking, bicycle parking and locker options at station entrances.

A4.5d Minimize surface parking by implementing parking management strategies such as prioritizing feeder transit services to mobility hubs, and integrating parking with surrounding development, etc.

P4.6 Leverage the planned transit improvements and specific plans to create high-quality Mobility Hubs.

A4.6a Create a compact, walkable area around the Montclair Transcenter by taking advantage of the L Line extension and North Montclair Downtown Specific Plan.

A4.6b Improve Holt Boulevard to accommodate for the planned BR routes and potential mobility hubs around the BR stops.

P4.7 Create well-designed mobility hubs for a high-quality user experience.

A4.7b Create well-designed mobility hubs that are easy to navigate through, complemented by clear wayfinding.

A4.7c Develop a station retail program that responds to customer demand and market needs.

P4.8 Create a vibrant, mixed-use environment that fosters higher land use intensity.

A4.8a Provide a diverse mix of uses that includes housing, employment, retail and public spaces to create a vibrant urban environment.

A4.8b Create an attractive and comfortable public realm that fosters a strong sense of place and promote the use of transit and alternative modes of transportation.

A4.8c Develop policies and programs for innovative transit and micromobility options such as microtransit, neighborhood electric vehicles, e-scooters, etc.

P4.10 Establish amenities and support services for all modes.

A4.10a Enhance transit amenities for safe and comfortable access to transit including waiting area, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.

A4.10b Enhance pedestrian amenities to and from transit and other services by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility cross walks, and other urban design improvements.

A4.10c Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.

A4.10d Consider enhancing infrastructure for motorized services including dedicated transit lanes, car share, EV charging stations, smart parking, on-demand rideshare, flexible curb space, etc.

P4.11 Create well-designed spaces for a high-quality user experience for all modes.

A4.11a Integrate real-time travel information and interactive trip planning in areas with higher density.

A4.11b Create streetscapes and public realms that encourage walking and biking.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.

A4.12a Increase land use mix, or easy access to different services.

A4.12b Reduce block lengths, or shorter walking and biking distances.

A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs.

P4.18 Ensure new mobility services and options are accessible and safe for all.

A4.18a Expand the availability of shared bike, micro mobility and microtransit options to offer a range of accessible mobility options.

A4.18c Work with technological providers to ensure diversity in the new transportation system.

P4.20 Invest in critical infrastructure and pilot programs to leverage new transportation technology.

A4.20c Support the transition to electric vehicles by installing EV charging stations, deploying EV buses, etc.

A4.20e Develop policies, or package delivery that will reduce distances traveled for delivering the packages and provide options for convenient reception of the packages.

4.3.1.4 Current Ambient Air Quality

The SCAQMD monitors air pollutant levels to assure that air quality standards are met, and, if they are not met, develops strategies to meet the standards. Depending on if the standards are met or exceeded, the air basin is classified as being in “attainment” or in “nonattainment.” The Basin is a nonattainment area for both the federal and state standards for ozone and PM_{2.5}, as well as the

state standard for PM₁₀. In 2020, the Basin did not exceed the standards for CO, NO₂, or SO₂. Nonattainment status in the Basin is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants (surface and subsidence inversions), the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources in the Basin.

To monitor the various concentrations of air pollutants throughout the Basin, the SCAQMD has divided the region into 38 source receptor areas (SRA) in which over 30 monitoring stations operate. Montclair is located within SRA 32, which covers the Northwest San Bernardino Valley area. Ambient air pollutant concentrations in SRA 32 are monitored at the Upland Station located at 1350 San Bernardino Road #62, Upland CA 91786.

Of the air pollutants discussed previously, only ambient concentrations of O₃, CO, NO₂, and PM₁₀ are monitored at the Upland Monitoring Station. PM_{2.5} is monitored at the Ontario Route 60 Monitoring Station, and oxides of sulfur (SO_x) is monitored at the San Bernardino Station. These are the nearest stations within the San Bernardino Valley area that monitor these pollutants. Table 4.3-2 provides a summary of ambient air quality measured through the period of 2018 to 2020. As of 2020, ambient O₃ concentrations in SRA 32 regularly exceed both national and state standards, PM_{2.5} exceed Federal standards, and PM₁₀ exceed State standards. Standards for the other criteria pollutants have not been exceeded during this period.

4.3.1.5 Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers. Residences are located throughout the Plan Area. Montclair Hospital is located on San Bernardino Street and several other medical clinics are located throughout the Plan Area. Plan Area schools are discussed in Section 4.15, *Public Services* and in the Plan.

Table 4.3-2 Summary of Ambient Air Quality in the Northwest San Bernardino Valley (SRA 32)

Pollutant		Year		
		2018	2019	2020
Ozone ^a				
Maximum 1-hour concentration in ppm		0.133	0.131	0.158
Number of days exceeding State 1-hour standard	>0.09 ppm	25	31	82
Maximum 8-hour concentration in ppm		0.111	0.107	0.123
Number of days exceeding Federal and State 8-hour standard	>0.070 ppm	52	52	114
Carbon Monoxide ^a (CO)				
Maximum 1-hour concentration in ppm		1.7	1.5	1.5
Number of days exceeding Federal 1-hour standard	>30 ppm	0	0	0

Pollutant	Air Quality Standards	Year		
		2018	2019	2020
Number of days exceeding State 1-hour standard	>20 ppm	0	0	0
Maximum 8-hour concentration in ppm		1.2	1.1	1.1
Number of days exceeding Federal and State 1-hour standard	>9 ppm	0	0	0
Nitrogen Dioxide^a (NO₂)				
Maximum 1-hour concentration in ppm		0.059	0.058	0.055
Number of days exceeding State 1-hour standard	>0.18 ppm	0	0	0
Sulfur Dioxide^a (SO_x)				
Maximum 1-hour concentration in ppm		0.003	0.002	0.003
Number of days exceeding Federal 1-hour standard	>0.075 ppm	0	0	0
Number of days exceeding State 1-hour standard	>0.25 ppm	0	0	0
Particulate Matter^b <10 microns (PM₁₀)				
Maximum 24-hour concentration in µg/m ³		73	125	63
Number of days exceeding State 24-hour standard	> 50 µg/m ³	14	7	12
Number of days exceeding Federal 24-hour standard	> 150 µg/m ³	0	0	0
Particulate Matter^b <2.5 microns (PM_{2.5})				
Maximum 24-hour concentration in µg/m ³		47.9	41.3	53.1
Number of days exceeding Federal 24-hour standard	>0.25 µg/m ³	5	5	4

^a Upland – San Bernardino Avenue Monitoring Station

^b Ontario Route CA-60 Monitoring Station

^c San Bernardino Monitoring Station

n/a = not available, insufficient data available to determine the value

Source: SCAQMD 2022

4.3.2 Impact Analysis

4.3.2.1 Significance Thresholds

The analysis of the Plan's air quality impacts follows the guidance and methodologies recommended in the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (SCAQMD 2005), as well as Appendix G of the CEQA Guidelines.

The SCAQMD has adopted numeric significance thresholds for individual development projects, but use of these thresholds would not be appropriate for a General Plan since they apply to individual projects, and this Plan EIR considers the cumulative effects of all individual projects in the Plan Area. Therefore, the criteria used to determine the significance of impacts are taken from the checklist in Appendix G of the CEQA Guidelines. According to CEQA Guidelines Appendix G, impacts related to air quality would be potentially significant if implementation of the Plan would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard;

3. Expose sensitive receptors to substantial pollutant concentrations; and/or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD is in the process of updating the *Air Quality Analysis Guidance Handbook* to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. While the new handbook is being prepared, SCAQMD provides supplemental information to effectively evaluate air quality emissions. This air quality analysis conforms to the recommended methodologies. The following indicators address the Plan's consistency with the 2016 AQMP:

- Whether the Plan would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and/or
- Whether the Plan would exceed the 2016 AQMP assumptions for 2040 or yearly increments based on the year of the project buildout.

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the Basin for individual projects, shown in Table 4.3-3.

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. (SCAQMD 2008).

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres, and for receptors at 82 to 1,640 feet from the project disturbance boundary to the sensitive receptors. The Plan Area is in SRA-32 (Northwest San Bernardino Valley). LSTs for construction and operation in SRA-32 for a receptor 82 feet away are shown in Table 4.3-4.

Table 4.3-3 SCAQMD Regional Project Level Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO _x	55 pounds per day of NO _x
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}
NO _x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM ₁₀ = Particulate Matter with a diameter no more than 10 microns; PM _{2.5} = Particulate Matter with a diameter no more than 2.5 microns; SO _x = Sulfur Oxide; CO = Carbon Monoxide	
Source: SCAQMD 2019	

Table 4.3-4 SCAQMD LSTs for Construction and Operation (SRA 32)

Pollutant	1 acre site (lbs/day)	2 acre site (lbs/day)	5 acre site (lbs/day)
Gradual conversion of NO _x to NO ₂ (Construction and Operation) ¹	65	94	150
CO (Construction and Operation)	863	1,232	2,193
PM ₁₀ (Construction)	5	6	16
PM ₁₀ (Operation)	2	2	4
PM _{2.5} (Construction) ²	4	5	9
PM _{2.5} (Operation) ²	0.80	1.60	1.60

NO_x = Nitrogen Oxides; NO₂ = Nitrogen Dioxide; CO = Carbon Monoxide; PM₁₀ = Particulate Matter with a diameter no more than 10 microns; PM_{2.5} = Particulate Matter with a diameter no more than 2.5 microns

¹ The screening criteria for NO_x were developed based on the 1-hour NO₂ CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD's guidance the USEPA has promulgated a 1-hour NO₂ NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO₂ NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO₂ standard. The revised LST threshold is calculated by scaling the NO₂ LST for by the ratio of 1-hour NO₂ standards (federal/state) (i.e., 103 lb/day * (0.10/0.18) = 57 lb/day).

² The screening criteria for PM_{2.5} were developed based on an Annual CAAQS of 15 mg/m³. Subsequently to publication of the SCAQMD's guidance the annual standard was reduced to 12 mg/m³. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual PM_{2.5} CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the PM_{2.5} LST for by the ratio of Annual PM_{2.5} standards (federal/state) (i.e., 1 lb/day * (12/15) = 0.8 lb/day).

Source: SCAQMD 2009

4.3.2.2 Methodology

Construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses default and project-specific information, including the project's land uses, square footages for different uses (e.g., multi-family residence, parking lot), and location, to estimate a project's construction and operational emissions.

Development that could be carried out under the Plan is primarily focused along existing roadway corridors. The areas targeted for change were also chosen based upon the availability of transit-oriented development opportunities and the ability to create districts that thrive in more compact forms (e.g., transit-oriented, downtown, and clustered). Individual developments in these and other parts of the Plan Area would be subject to independent development review, including environmental review under CEQA when applicable. Future development in the Plan Area would be subject to applicable Plan policies (see Section 4.3.1.3, *Regulatory Framework* above) and regulatory rules and requirements.

Construction Emissions

Development carried out under the Plan is anticipated to be constructed over approximately 20 years. It is anticipated that several individual projects could be constructed at any given time. To provide an estimate of emissions for construction over the years, the analysis conservatively assumes that up to four projects and 1/15th of the total land use would be constructed per year. The analysis assumes up to four individual projects would be constructed per year.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. The analysis models one residential project of up to 506 units, one office development

project of up to 40,000 square feet, one industrial/flex project of up to 126,667 square feet, and one hotel project of up to 50 rooms. Construction phases would include demolition, grading, building construction, paving, and architectural coating. Demolition assumes the removal of building area the same as the development area as a conservative estimate of daily emissions. Project construction for each project was assumed to last one year.

Other details such as construction equipment, worker trips, and vendor trips were based on CalEEMod defaults. The project would comply with all applicable regulatory standards, including SCAQMD Rule 403, SCAQMD Rule 402 (RCM-2 Odor Compliance), and Rule 1113 (RCM-3 Architectural Coatings). SCAQMD Rules 402 and 1113 are defaults of the CalEEMod model with Rule 402 associated with the emission factors incorporated for construction equipment and Rule 1113 incorporated as the standard unmitigated emission factors for VOCs associated with architectural coating. Rule 403 is incorporated into the modeling using CalEEMod's mitigation settings through watering exposed areas twice a day and replacing ground cover in disturbed areas as soon as possible.

Operational Emissions

Operational emissions for the Plan Area with and without the Plan were modeled to determine emissions estimates. Existing conditions represent Plan Area emissions as of 2021. Project emissions represent the Plan with expected development in 2040 as described in Table 2-5 in Chapter 2, *Project Description*. The Plan is anticipated to be built out over approximately 20 years, to determine conservative annual growth, the overall buildout volumes for each land use type was divided by 15. Therefore, consistent with the analysis of construction impacts, sample individual projects account for the development of 506 residential units, 50 hotel rooms, and 40,000 square feet of general office space, and 126,667 square feet of industrial/flex/retail development.

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. Area emissions were based on CalEEMod defaults for each land use type with the exception that new residential units were assumed not to have any wood burning hearths or fireplaces based on SCAQMD requirements. Electricity use assumed CalEEMod default values and Title 24 compliance based on construction/operational year. Title 24 compliance for the existing scenario was based on compliance with 2008 Title 24 as a conservative estimate of energy efficiency. Modeling for the Plan were based on compliance with 2019 Title 24. Modeling for water and wastewater were based on the information in Section 4.19-7, *Utilities and Service Systems*. Mobile source emissions consist of emissions generated by vehicles to and from the project sites. Average daily VMT was derived from the Plan-specific Transportation Impact Assessment (TIA) prepared by Fehr & Peers (Appendix B) and used to estimate mobile source emissions.

4.3.2.3 Project and Cumulative Impacts

Threshold 1: Would the Plan conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PLAN WOULD GENERATE CONSTRUCTION AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY CONFLICT WITH OR OBSTRUCT THE IMPLEMENTATION OF THE SCAQMD'S AIR QUALITY MANAGEMENT PLAN. IMPLEMENTATION OF PLAN POLICIES, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION- AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Long-term emissions associated with future development in the Plan Area in accordance with the Plan are those associated with mobile sources (vehicle trips) and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. Such projects would be required to undergo independent, project-level review (including CEQA review when applicable) and include mitigation measures, if necessary, to address potentially significant impacts. Regardless, depending on the nature of the individual project, emissions may not be reduced to below regulatory levels.

As detailed Section 4.14, *Population and Housing*, development facilitated by the Plan is projected to result in approximately 7,600 additional housing units in the Plan Area over the next 20 years. Based on Montclair's estimated average household size of 3.85 persons (California Department of Finance 2021), this would lead to an increase of approximately 29,200 residents. Adding the 29,200 new residents cited above to the City's 2021 population of 39,598, future residential growth facilitated by the proposed project is predicted to increase the City's total population to 68,798, which is above SCAG's 2040 population forecasts of 42,700 from the 2016-2040 RTP/SCS (SCAG 2016). The addition of approximately 29,200 residents would lead to an approximately 73.7 percent increase in population over the next 20 years. Therefore, the Plan would induce substantial population growth in the area, either directly or indirectly.

The Land Use and Community Design chapter of the Plan includes the following policies to promote re-use, infill, and mixed-use development such as P1.2, P1.3, P1.4, P1.5, P3.2, P3.3, P3.4, P3.5, and P3.6 as detailed in Section 4.3.1.3, *Regulatory Framework* above.

The Plan calls for redevelopment and increased residential density through infill and mixed-use development. By increasing the overall population density of the community, encouraging mixed land uses, and improving the City's jobs/housing balance, implementation of the Plan would largely reduce per capita automobile trips and travel distances as compared to existing conditions or lower density development more widely distributed throughout the community.² This would generally reduce per capita air pollutant emissions associated with vehicle use.

Consistency with AQMP Control Measures

Consistency with the 2016 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions to meet Federal and State air quality standards. One of the most important methods the AQMP relies on to

² Based on the traffic study, the Plan results in a VMT of 25.7 per service population with the Plan vs. 27.8 existing and 32.3 future without the plan (Fehr & Peers 2022).

achieve its goals is the use of Transportation Control Measures (TCM). TCMs are defined in the 2016 AQMP as “measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.” TCMs are described in SCAG’s Final 2016 RTP/SCS. As discussed above, implementation of the Plan would reduce per capita VMT over existing and future without Plan conditions, which would be consistent with the goals of the AQMP.

Regardless, because development facilitated by the Plan is anticipated to exceed the growth forecasts upon which the AQMP is based, the Plan would not be consistent with the current AQMP. Impacts would be significant and unavoidable.

Mitigation Measures

Development facilitated by the Plan would result in an increase in emissions. Mitigation Measures AQ-1 through AQ-3 are required to be implemented by individual projects facilitated by the Plan to reduce air quality emissions.

AQ-1 Tier 4 and Alternatively Fueled Equipment

All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. In the event of specialized equipment where Tier 4 Final equipment is not commercially available at the time of construction, the equipment shall meet Tier 3 standards at a minimum. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. Where electric vehicles are feasible, electrical vehicles shall be incorporated into the construction fleet. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment’s certification or model year specifications shall be available upon request for all equipment onsite. All equipment less than 50 horsepower shall be alternatively fueled. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

AQ-2 Architectural Coating

All architectural coating phases shall be extended, or Low/zero VOC coatings shall be implemented such that emissions are reduced to below 75 lbs/day.

AQ-3 Hearth

Multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 through AQ-3 would reduce air quality impacts and therefore contribute to reductions in regional air quality pollution consistent with the goals of the AQMP. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would remain significant and unavoidable.

Threshold 2: Would the Plan result in a cumulatively considerable net increase of any criteria pollutant for which the Plan region is nonattainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PLAN WOULD GENERATE CONSTRUCTION AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO REGIONAL AIR QUALITY. IMPLEMENTATION OF PLAN POLICIES, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

Construction activity facilitated by the Plan would cause temporary emissions of various air pollutants. O₃ precursors NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM₁₀, and PM_{2.5}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction, and building construction.

Depending upon the type, size, and timeframe of development, maximum daily emissions associated with individual projects could potentially exceed SCAQMD significance thresholds. Plan policies P1.2 and P1.3, as identified in Section 4.3.1.3, *Regulatory Framework*, would reduce the overall level of air quality impacts related to construction during the Plan period. In addition, the SCAQMD has established Rules 402 and 403, which strive to eliminate emissions of airborne pollutants and require project-specific control measures designed to reduce the level of fugitive dust entrainment, respectively. Rule 403 specifically requires the use of best available control measures for all construction activities. The major construction phases or elements specifically addressed by Rule 403 to reduce fugitive dust include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. Rule 403 compliance by individual property owners, developers, or contractors would reduce temporary construction-related air pollutant emissions. Furthermore, each project carried out under the Plan would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the applicable construction-related air pollutant emission thresholds.

As shown in Table 4.3-5, emissions from construction activities for individual industrial/retail, office, and residential projects are anticipated to exceed regulatory thresholds for ROG emissions, therefore emissions would be potentially significant without the implementation of mitigation.

Table 4.3-5 Regional Daily Unmitigated Construction Emissions by Land Use Type

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Hotel	59	21	26	<1	3	2
Industrial	110	27	31	<1	4	2
Office	76	15	18	<1	3	2
Residential	216	42	52	<1	14	4
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Operation

Depending upon the type, size, and timeframe of development, maximum daily emissions associated with individual projects could potentially exceed SCAQMD significance thresholds. Plan policies encouraging enhancements to building energy efficiencies and reduction in VMT, as detailed in Section 4.3.1.3, *Regulatory Framework*, would reduce the overall level of air quality impacts related to operational activities. In addition, the SCAQMD has established Rule 1113, which reduces ROG emissions from architectural coating activities. Furthermore, each project carried out under the Plan would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the applicable operational-related air pollutant emission thresholds. Adherence to applicable Plan policies and SCAQMD rules would reduce operational-related impacts to the greatest extent possible. However, given the unknown specifics of each project, there is the potential that even with these measures, operational impacts would remain significant and unavoidable and therefore would result in cumulatively conservative impacts.

As shown in Table 4.3-6, net emissions from Plan implementation at buildout would result in a decrease in overall emissions for ROG, NO_x, and CO but would increase emissions of SO_x, PM₁₀ and PM_{2.5}.

Emissions from individual projects under the Plan would result in operational emissions based on the activities of each project. Table 4.3-7 shows regional operational emissions based on sample projects identified to provide for a conservative amount of annual growth as detailed in the methodology section above. As shown, the conservative sample residential development would result in emissions above SCAQMD regulatory thresholds for NO_x. No other individual sample projects exceed regulatory thresholds for any criteria pollutants.

Table 4.3-6 Net Regional Daily Unmitigated Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing						
Area	4,613	243	6,628	15	861	861
Energy	16	142	88	1	11	11
Mobile	1,459	1,715	10,487	19	1,735	477
Project Total	6,088	2,099	17,203	35	2,607	1,349
Existing + Plan						
Area	4,874	363	7,299	15	873	873
Energy	20	178	107	1	14	14
Mobile	944	1,089	8,991	21	2,816	758
Project Total	6,040	1,636	18,234	43	4,005	1,947
Net Daily	-250	-469	-806	3	1,096	296
SCAQMD Thresholds	55	55	550	150	150	55

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Table 4.3-7 Net Regional Daily Unmitigated Operational Emissions by Example Project

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Hotel	3	4	18	0	4	1
Industrial	5	4	28	0	7	2
Office	3	3	21	0	5	1
Residential	38	137	250	1	46	19
SCAQMD Thresholds	55	55	550	150	150	55
Exceed Thresholds	No	Yes	No	No	No	No

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Mitigation Measures

Implementation of Mitigation Measures AQ-1 through AQ-3 would reduce emissions for individual projects carried out under the Plan.

Significance After Mitigation

As shown in Table 4.3-8, with incorporation of Mitigation Measures AQ-2 and AQ-3, emissions from construction activities could be reduced to less than significant levels for individual projects implemented under the Plan. As part of Mitigation Measure AQ-2, individual project architectural coating phases were extended as follows: Industrial from 11 days to 16 days; office from 12 to 13 days; and residential from 15 to 46 days. Adherence to applicable Plan policies, SCAQMD rules, and feasible mitigation would reduce potential construction-related impacts to the greatest extent possible. However, given the unknown specifics of each individual project, there is the potential that even with these measures, construction impacts would remain significant and unavoidable.

Table 4.3-8 Regional Daily Mitigated Construction Emissions by Land Use Type

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Hotel	59	3	18	<1	3	1
Industrial	72	5	25	<1	3	2
Office	68	2	18	<1	2	1
Residential	72	35	70	<1	15	3
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	<1	No	No

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Table 4.3-9 and Table 4.3-10 show mitigated operational emissions. With incorporation of Plan policies, regulatory requirements, and Mitigation Measure AQ-3, the individual projects could result in less than significant regional emissions. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.

Table 4.3-9 Net Regional Daily Mitigated Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing						
Area	4,613	243	6,628	15	861	861
Energy	16	142	88	1	11	11
Mobile	1,459	1,715	10,487	19	1,735	477
Project Total	6,088	2,099	17,203	35	2,607	1,349
Existing + Plan						
Area	4,861	250	7,251	15	864	864
Energy	20	178	107	1	14	14
Mobile	944	1,089	8,991	21	2,816	758
Project Total	5,825	1,518	16,349	36	3,694	1,636
Net Daily	-263	-582	-854	2	1,087	287
SCAQMD Thresholds	55	55	550	150	150	55

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Table 4.3-10 Net Regional Daily Mitigated Operational Emissions by Example Project

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mitigated						
Residential	25	24	202	0	37	10
SCAQMD Thresholds	55	55	550	150	150	55
Exceed Thresholds	No	No	No	No	No	No

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Threshold 3: Would the Plan expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PLAN WOULD GENERATE CONSTRUCTION- AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO LOCAL AIR QUALITY. IMPLEMENTATION OF PLAN POLICIES, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

Localized Pollutant Impacts

Localized emissions represent emissions within the immediate area of the source. Since the Plan Area encompasses the City of Montclair and its Sphere of Influence (SOI), emissions from all sources would not be local to all receptors. Therefore, emissions from sample projects that may be carried out under the Plan were compared to the screening table thresholds. As part of the analysis, all development is assumed to be within 82 feet of sensitive receptors and thresholds were identified based on this receptor distance and the default acre size for each estimated project. As shown in Table 4.3-11, localized emissions for sample projects would be less than localized thresholds and

therefore would be less than significant. Implementation of Plan Policies, P1.2 and P1.3, as identified in Section 4.3.1.3, *Regulatory Framework*, and Mitigation Measure AQ-1 would further reduce localized emissions. Localized impacts from criteria pollutants would be less than significant without mitigation.

Table 4.3-11 Localized Construction Emissions

Land Use Type	Estimated Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
1-Acre				
Hotel	21	23	3	2
Office	14	16	3	2
SCAQMD Thresholds	65	863	5	3.2
Exceed Thresholds?	No	No	No	No
2-Acres				
Industrial	25	28	3	2
SCAQMD Thresholds	94	1,232	6	4
Exceed Thresholds?	No	No	No	No
5-acre				
Residential	26	33	12	3
SCAQMD Thresholds	150	2,193	16	7.2
Exceed Thresholds?	No	No	No	No

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Toxic Air Contaminants

Construction-related activities from future projects carried out under the Plan would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2022).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of future projects carried out under the Plan would occur over the construction period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.

Each project would be required to be consistent with the applicable Plan policies and AQMP requirements and control strategies and the CARB In-Use Off-Road Diesel Vehicle Regulation, which are intended to reduce emissions from construction equipment and activities.

Operations

Localized Pollutant Impacts

Localized emissions represent emissions within the immediate area of the source. Since the Plan area is the City, the emissions from all of the sources would not be local to all receptors. Therefore, the sample projects were compared to the screening table thresholds. As part of the analysis, all development is assumed to be within 82 feet of sensitive receptors and thresholds were identified based on this receptor distance and the default acre size for each estimated project. As shown in Table 4.3-12, the localized emissions for the sample projects would be less than the localized thresholds for hotel, office, and industrial sample projects, however without mitigation residential use would exceed regulatory thresholds for PM₁₀ and PM_{2.5}. Impacts would be potentially significant without mitigation.

Localized Carbon Monoxide Hotspot Impact

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The entire Basin is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. In 2020, the Upland Monitoring station detected an eight-hour maximum CO concentration of 1.5 ppm, which is substantially below the state and federal standard of 9.0 ppm (SCAQMD 2022). As shown in Table 4.3-6, maximum daily CO emissions generated by development expected to occur under the Plan would be less than existing CO emissions. Based on the low background level of CO in the Plan Area, ever-improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the Plan's reduction of operational CO emissions compared to existing conditions, the Plan would not create new CO hotspots. Therefore, the Plan would not expose sensitive receptors to substantial CO concentrations, and localized air quality impacts related to CO hot spots would be less than significant.

Toxic Air Contaminants (TACs)

Sources of operational TAC's typically include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. Individual projects carried out under the Plan are not anticipated to incorporate any of these uses, although use of consumer products may result in minimal emissions of TACs. Individual projects may include operation of permitted sources, such as emergency back-up generators, but these would be regulated under SCAQMD permits requiring emissions to be at levels that would not expose sensitive receptors to substantial health risk. Additionally, all individual projects carried out under the Plan Update requiring environmental review would be required to analyze operational TAC impacts as part of their environmental documentation. As such, operations of individual projects carried out under the Plan would not be a substantial source of TACs. Therefore, impacts would be less than significant.

Table 4.3-12 Localized Operational Emissions

Land Use Type	Estimated Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
1-Acre				
Hotel	1	1	<1	0.09
Office	<1	<1	<1	0.003
SCAQMD Thresholds	65	863	2	0.8
Exceed Thresholds?	No	No	No	No
2-Acres				
Industrial	<1	<1	<1	0.01
SCAQMD Thresholds	94	1,232	2	1.6
Exceed Thresholds?	No	No	No	No
5-acre				
Residential	115	90	9	9
SCAQMD Thresholds	150	2,193	4	1.6
Exceed Thresholds?	No	No	Yes	Yes

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Mitigation Measures

Implementation of Mitigation Measures AQ-1 and AQ-3 would reduce construction and operational related localized emissions for individual projects carried out under the Plan.

Significance After Mitigation

With implementation of Mitigation Measure AQ-1, exhaust emissions of PM₁₀ and PM_{2.5} would be reduced from the that of a standard construction fleet. The reduction of exhaust PM₁₀ and PM_{2.5} reduces DPM emissions from the operation of diesel construction equipment. The reduction of DPM reduces cancer and non-carcinogenic risk to nearby sensitive receptors to less than significant levels.

As shown in Table 4.3-13, with implementation of Mitigation Measure AQ-3, PM₁₀ and PM_{2.5} emissions could be reduced to below regulatory thresholds and therefore would be less than significant. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.

Table 4.3-13 Mitigated Localized Operational Emissions

Estimated Emissions (lbs/day)				
Residential	2	43	<1	0.4
SCAQMD Thresholds	150	2,193	4	1.6
Exceed Thresholds?	No	No	No	No

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Threshold 4: Would the Plan result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PLAN WOULD GENERATE CONSTRUCTION- AND OPERATION-RELATED ODORS. SUCH EMISSIONS MAY RESULT IN TEMPORARY IMPACTS TO LOCAL AIR QUALITY. IMPLEMENTATION OF PLAN POLICIES AND COMPLIANCE WITH EXISTING REGULATIONS WOULD REDUCE ODOR EMISSIONS TO A LESS THAN SIGNIFICANT LEVEL.

Construction activities for projects carried out under the Plan would generate odors that would be short-term in nature and subject to SCAQMD Rule 402 Nuisance. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, construction of individual projects under the Plan would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. Implementation of individual projects under the Plan would not include these uses as the Plan entails basic residential, office, hotel, industrial/flex, and retail uses that do not typically emit odors. Solid waste generated by the operations would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

Mitigation Measures

None required beyond compliance with applicable regulations.

Cumulative Impacts

Plan related air pollution may combine with other cumulative projects (past, present, and reasonably foreseeable future) to violate criteria pollutant standards if the existing background sources cause nonattainment conditions. Air districts manage attainment of the criteria pollutant standards by adopting rules, regulations, and attainment plans, which comprise a multifaceted programmatic approach to such attainment.

The Plan itself is cumulative in nature as it represents growth through the Plan Area over approximately 20 years. The Plan is not one individual project, but a number of as yet undefined future projects that may occur under the Plan. Therefore, cumulative impacts with respect to air quality would be identical to the individual impacts addressed above for the Plan.

4.4 Biological Resources

This section assesses the potential for projects carried out under the Plan to directly or indirectly impact biological resources. The following analysis is based on a literature review concerning biological resources known to occur in the Plan Area derived from biological resource databases and information on biological resources described in literature, such as, but not limited to, the City of Montclair General Plan (City of Montclair 1998).

4.4.1 Environmental Setting

The Plan Area is in the eastern portion of the San Gabriel Valley in western San Bernardino County. The western boundary of the Plan Area is contiguous with the Los Angeles County line (County line), which separates Montclair from the cities of Claremont and Pomona. The Plan Area is bordered by the cities of Ontario to the east and Upland to the north. To the south the Plan Area is bordered by unincorporated San Bernardino County, with the City of Chino farther south.

The Plan Area encompasses all areas within the City's limits and Sphere of Influence (SOI). Habitat available for wildlife is limited to developed areas, including residential neighborhoods, flood control channels, retention basins, and local parks (City of Montclair 1998).

Special-Status Species

The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional features and other sensitive biological resources that are governed under Federal, State, and local laws and regulations. Information regarding the occurrences of special-status species in the vicinity of the Plan Area was obtained from searching the California Department of Fish and Wildlife's (CDFW's) Natural Diversity Database (CNDDDB) (CNDDDB 2020) and California Native Plant Society's (CNPS') Electronic Inventory (CNPS 2020) for the United States (U.S.) Geological Survey (USGS) *Ontario* 7.5-minute quadrangle. These databases contain records of reported occurrences of Federal- or State-listed endangered, threatened, candidate, rare, or proposed endangered or threatened species, Federal species of concern, State species of special concern, or otherwise sensitive species or habitat that may occur within the Plan Area. The resources considered to have potential to occur are limited to those that occur in urban and suburban habitats, since no natural habitats (e.g. coastal sage scrub, chaparral, etc.) occur within the Plan Area.

Listed Species

Federal, State, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The CDFW has direct jurisdiction under law for biological resources through the California Fish and Game Code (CFGC) and under the California Endangered Species Act (CESA). The federal Endangered Species Act of 1973 (ESA) also provides direct regulatory authority over specially designated organisms and their habitats to the U.S. Fish and Wildlife Service (USFWS). These acts specifically regulate listed and candidate endangered and threatened species, which are defined as:

- **Endangered Species:** any species that is in danger of extinction throughout all or a significant portion of its range.

- **Threatened Species:** any species that is likely to become an endangered species within the foreseeable future throughout all or a significant part of its range.
- **Candidate Species:** any species whose status is currently under review to determine whether it warrants listing under the Endangered Species Act.

Special-Status Animals

The Plan Area has suitable habitat to support two special-status wildlife species: [1] burrowing owl (*Athene cunicularia*) [CDFW Species of Special Concern (SSC)] and [2] pallid bat (*Antrozous pallidus*) [SSC] (Table 4.4-1). While several special-status reptile, bird, mammal, and insect species were historically found within the Plan Area (CDFW 2020), most of these species are precluded from occurring due to lack of suitable habitat.

The only special-status wildlife species that has historically occurred within the Plan Area that has a State or Federal listing status is California black rail (*Laterallus jamaicensis coturniculus*), which is State Threatened (ST). This species was documented in 1931 prior to the extensive development that eliminated its natural habitat, and marsh habitat required by rails is no longer present in the Plan Area. The southern California legless lizard (*Anniella stebbinsi*) [SSC] is a reptile that was historically documented in the Plan Area within San Antonio Creek in 1938. Southern California legless lizard relies on natural habitats and is likely extirpated due to San Antonio Creek being converted to concrete. Insect species historically documented include California diplectronan caddisfly (*Diplectrona californica*) [No formal status], Crotch bumble bee (*Bombus crotchii*) [Candidate State Endangered], and white cuckoo bee (*Neolarra alba*) [No formal status], all of which are likely extirpated due to the lack of natural habitat they historically relied on.

PALLID BAT

The pallid bat is a mammal that was last documented in the Plan Area in 1951. The occurrence has no specific location, but pallid bats may utilize man-made structures for roosts. The pallid bat is given a ‘high’ designation in California by the Western Bat Working Group (WBWG), which represents those species considered the highest priority for funding, planning, and conservation actions. There is also potential for other bat species to occur within bridge crossings over the San Antonio Creek channel.

WESTERN BURROWING OWL

The burrowing owl, while not documented in the Plan Area, has been documented in the *Ontario* USGS quadrangle. Suitable habitat for this species in the Plan Area occurs within percolation basins, flood control channels, and undeveloped lots.

Special-Status Plants

Special-status plant species are listed as either endangered or threatened under the ESA or CESA, or rare under the California Native Plant Protection Act (NPPA), or considered to be rare (but not formally listed) by resource agencies and the scientific community. CDFW and local governmental agencies may also recognize special listings developed by focal groups (i.e. Audubon Society Blue List; CNPS Rare and Endangered Plants; U.S. Forest Service regional lists). There are four special-status plant species with the potential to occur within the Plan Area: Smooth tarplant (*Centromadia pungens* ssp. *laevis*); Prostrate vernal pool navarretia (*Navarretia prostrata*); Salt spring checkerbloom (*Sidalcea neomexicana*); and San Bernardino aster (*Symphyotrichum defoliatum*) (CDFW 2020; CNPS 2020).

Table 4.4-1 contains a list of the special-status species from the CNDDDB and CNPS Inventory of Rare Plants that have been recorded in the *Ontario, California* 7.5-minute USGS quadrangle and the surrounding eight quadrangles (*Mt. Baldy, Cucamonga Peak, Guasti, Corona North, Prado Dam, Yorba Linda, San Dimas, and Glendora*). The CNDDDB includes all taxa that are listed by the CESA, as well as most federally listed taxa that occur in California. Additionally, the CNDDDB includes species that are considered rare by experts and sensitive by CDFW, but that have not undergone the rigorous steps necessary to become officially listed through CESA. Many of the listed observations are historic (i.e., found in habitat that is no longer present). As stated above, no natural habitats (e.g. coastal sage scrub, chaparral, etc.) occur within the Plan Area and most of the species on this list have low potential to occur on, and adjacent to, reasonably foreseeable development sites and are not expected to be present due to the lack of suitable habitat or other factors (e.g., urban development, nighttime noise and light, domestic animals).

The following databases were consulted:

- USFWS Critical Habitat Portal (USFWS 2021a)
- USFWS Environmental Conservation Online System (ECOS): Information, Planning and Conservation System (USFWS 2021b)
- USFWS National Wetlands Inventory (NWI) (USFWS 2021c)
- CNDDDB (CDFW 2020)
- CNPS Online Inventory of Rare, Threatened and Endangered Plants of California (CNPS 2020)

Table 4.4-1 Special-Status Species with Potential to Occur in and Near the Plan Area

Scientific Name	Status	Habitat Requirements	Potential to Occur
Common Name			
Birds			
<i>Athene cunicularia</i> Burrowing owl	--/--/SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, valley and foothill grassland. Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel (<i>Otospermophilus beecheyi</i>).	Moderate. Potential to occur in the Plan Area is primarily limited to flood control basins.
Mammals			
<i>Antrozous pallidus</i> Pallid bat	--/--/SSC	Rocky canyons, open farmland, scattered desert scrub, grassland, shrubland, woodland, and mixed conifer forest. Roosts in caves, crevices, and trees; forages in a variety of habitats.	Moderate. Potential to occur in the Plan Area is primarily limited to lower density urban/suburban areas.
Plants			
<i>Centromadia pungens</i> ssp. <i>laevis</i> Smooth tarplant	--/--/1B.1/--	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland. alkaline. 0 - 640 meters (m).	Species has potential to occur in grasslands around flood control basins.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur
<i>Navarretia prostrata</i> Prostrate vernal pool navarretia	--/--/1B.1/--	Occurs in grasslands around flood control basins. Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools. Mesic. 3 - 1210 m.	Species has potential to occur in grasslands around flood control basins.
<i>Sidalcea neomexicana</i> Salt spring checkerbloom	--/--/2B.2/--	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas. alkaline, mesic. 15 - 1530 m.	Species has potential to occur in grasslands around flood control basins.
<i>Symphotrichum defoliatum</i> San Bernardino aster	--/--/1B.2/--	Prefers areas near ditches, streams, springs, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and valley and foothill grassland (vernally mesic) habitats; 2 – 2040 m.	Species has potential to occur in grasslands around flood control basins.

Sources: CNPS 2020, CNDDDB 2020.

Regional Vicinity refers to within a 9-quadrant search radius of site.

Status (Federal/State)

FE = Federal Endangered

FT = Federal Threatened

FD = Federal Delisted

FC = Federal Candidate

SA = Special Animal

SE = State Endangered

ST = State Threatened

SCE = State Candidate Endangered

SR = State Rare

SD = State Delisted

SSC = CDFW Species of Special Concern

FP = CDFW Fully Protected

WL = CDFW Watch List

CRPR (CNPS California Rare Plant Rank)

1B = Rare, Threatened, or Endangered in California and elsewhere

2A = Presumed extirpated in California, but common elsewhere

2B = Rare, Threatened, or Endangered in California, but more common elsewhere

3 = Need more information (Review List)

4 = Limited Distribution (Watch List)

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)

.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)

.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)

G2 or S2 Imperiled Globally or Subnationally (state)

G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)

G4/5 or S4/5 Apparently secure, common and abundant

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority

? – Inexact numeric rank

As listed in Table 4.4-1, special-status species with potential to occur in or around the Plan Area include four plant species, one bird species, and one mammal species.

Special-Status Habitats

Special-status habitats are defined as vegetation types, associations, or sub-associations that support concentrations of special-status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Although special-status habitats are not afforded legal protection unless they support special-status species, potential impacts on them may increase concerns and trigger mitigation suggestions by resources agencies for those habitats considered sensitive by Federal, State, and local agencies due to their rarity or value in providing habitat for

vegetation, fish, and wildlife. The Plan Area's vegetation communities and land cover are illustrated in Figure 4.4-1.

Sensitive habitats are also plant communities considered sensitive by Federal, State, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Because the Plan Area contains natural or semi-natural drainage features (e.g., San Antonio Creek), the following special-status habitats may be present within the Plan Area:

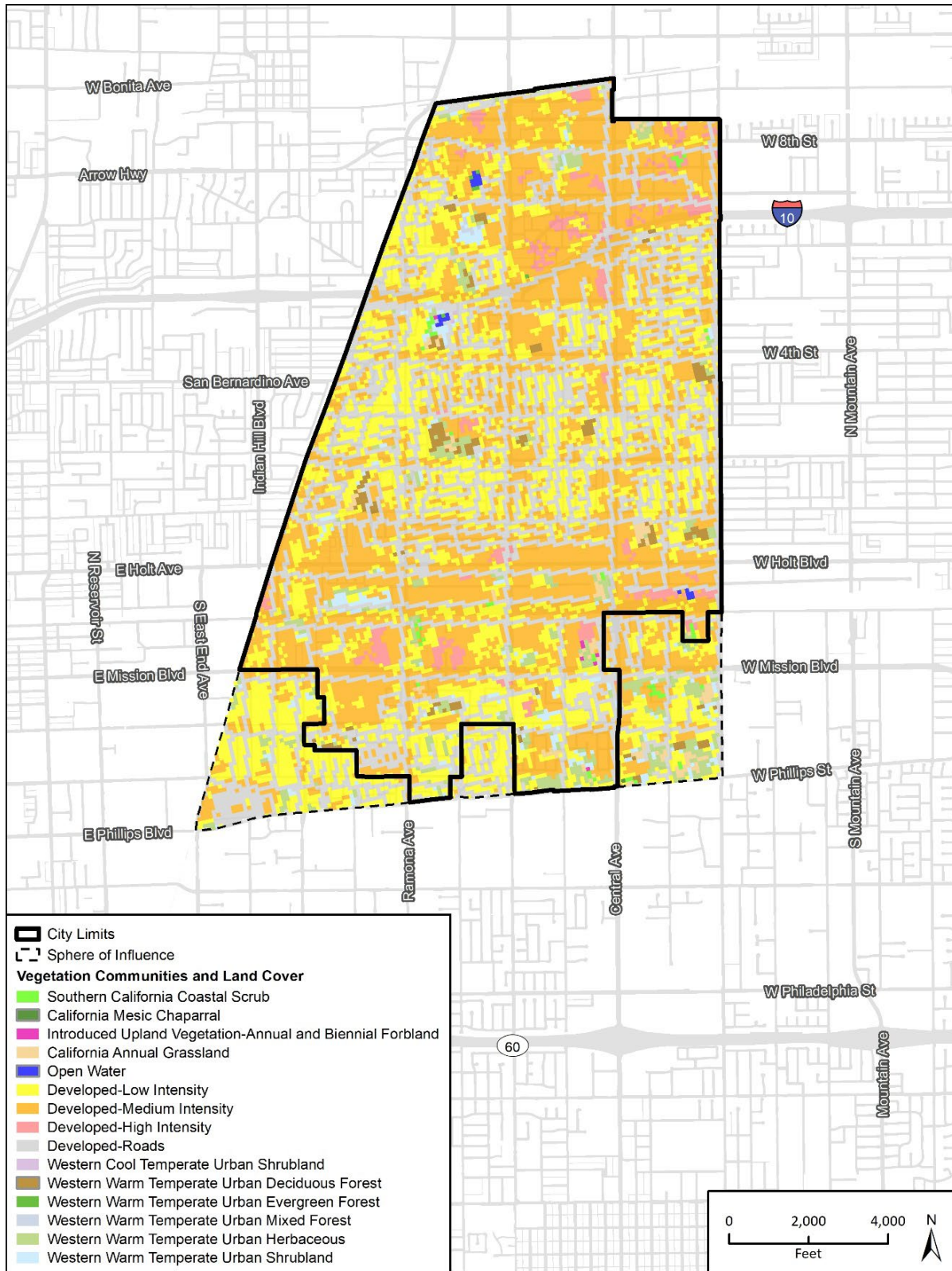
- **Drainages, wetlands and associated riparian vegetation** under the jurisdiction of CDFW as waters of the State or U.S. Army Corps of Engineers (USACE) as waters of the U.S. The San Antonio Creek channel and retention basins are under the jurisdiction of CDFW and USACE.
- **Wildlife Linkages and Corridors.** The Plan Area is approximately one mile south of the closest native habitat. The San Antonio Creek channel is not likely to act as a corridor for species not adapted for urban/suburban habitats or for species that cannot travel long distances. The channel may act as a corridor for urban/suburban-adapted species.

Wetlands, Streams, and Riparian Habitats

In accordance with Section 1602 of the CFGC, the CDFW has jurisdiction over lakes and streambeds (including adjacent riparian resources). CDFW regulates wetland areas that are part of a river, stream, or lake, but also temporary wetland features such as vernal pools. Under Section 404 of the Clean Water Act (CWA), the USACE has authority to regulate activities that discharge dredge or fill material into wetlands or other "waters of the United States" through issuance of a Section 404 Permit. Finally, the Santa Ana Regional Water Quality Control Board (RWQCB) has jurisdiction over "waters of the state" pursuant to the Porter-Cologne Water Quality Control Act and has the responsibility for review of the project water quality certification per Section 401 of the federal CWA.

The primary jurisdictional feature within the Plan Area is the San Antonio Creek flood control channel. Beginning in the San Bernardino mountains, the creek is tributary to Chino Creek, which is tributary to the Santa Ana River. Within the Plan Area, San Antonio Creek is a rectangular, concrete-lined channel; however, the channel is mapped by the USFWS NWI as an intermittent riverine system. Riverine systems include all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 part per trillion (ppt) or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water (USFWS 2021c).

Figure 4.4-1 Vegetation Communities and Land Cover



The 35-foot channel is the only continuous corridor of open space that is unaffected by travel influence (City of Montclair 1998). Within the Plan Area, there are multiple percolation basins adjacent to the flood control channel that are utilized by the Chino Basin Water Conservation District (CBWCD) to recharge groundwater. These basins are mapped as palustrine systems having temporary, semipermanent, and permanent standing water (USFWS 2021c). Palustrine systems include all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 ppt. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: (1) area less than eight hectares (20 acres); (2) active wave-formed or lacking bedrock shoreline features; (3) water depth in the deepest part of basin less than 2.5 m (8.2 feet) at low water; and (4) salinity due to ocean-derived salts less than 0.5 ppt. The basins meet the criteria for wetlands lacking vegetation. Figure 4.4-2 displays the wetlands in the Plan Area.

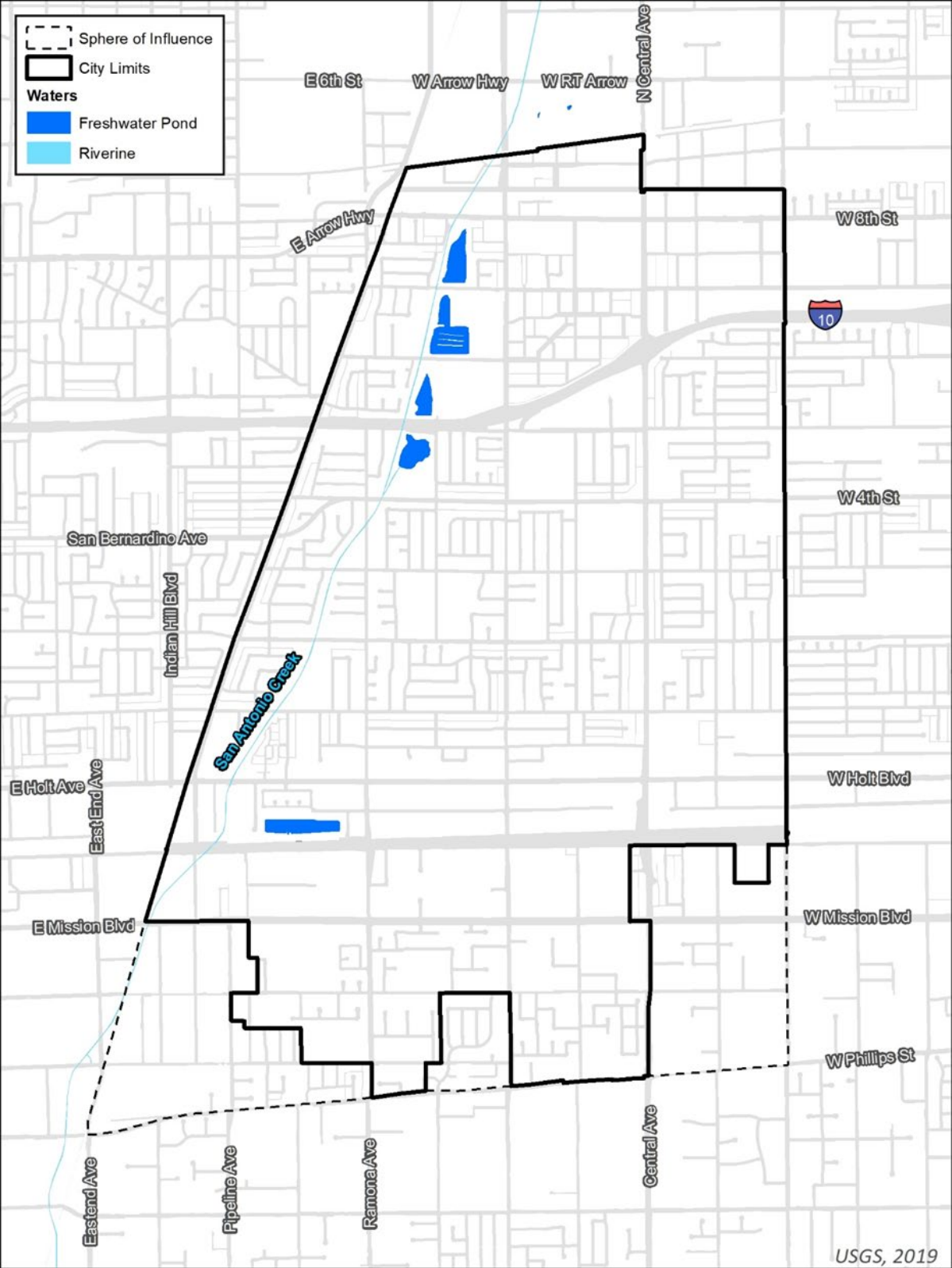
Wildlife Corridors

Wildlife corridors usually connect one large habitat area with another, and while there is no pre-defined size limit for such areas, they most often are on the scale of mountain ranges, valleys, or clearly defined ecological situations (i.e., vernal pools). Habitat linkages differ somewhat from wildlife corridors in that they may be identified by the presence of certain resources rather than by areas of linear movement. They may serve as corridors for species, which move from site to site as individuals, but for low-mobility organisms (such as plants, flightless arthropods, amphibians, reptiles, and chaparral birds) they may maintain genetic diversity between larger habitat areas by permitting long-term genetic exchange over a broad area. For these species, population-wide directional movement may be incremental and via a network of overlapping home ranges on a year-to-year basis. Over many thousands of years, these species have been able to cross vast areas of otherwise unsuitable habitat. For species such as lizards, salamanders, and birds, habitat linkages physically connect separate units of similar habitat value by providing buffer zones or areas of marginal contact.

Linkage zones may extend for many miles between primary habitat areas, and their adequacy for supporting genetic flow often depends upon the combined presence of specific resources, sufficient width (to buffer against adjacent disturbances), and sufficient shelter or cover. Certain specific resources (such as rock outcroppings, vernal pools, or oak trees [*Quercus* spp.]) may be needed at particular intervals to ensure that slower-moving species are able to traverse the linkage zone. For highly mobile or flying organisms, habitat linkages may consist of a series of discontinuous patches of suitable resources, spaced sufficiently close together to permit movement along a route in a short period of time. The “landscape linkage” concept includes habitat linkages intended to serve this purpose.

The City’s urbanized setting does not facilitate the movement of wildlife not adapted for urban or suburban habitats. The Plan Area does not contain a natural or naturalized linkage between the habitats of the San Gabriel Mountains to the north and the Chino Hills to the south. Urban wildlife, such as coyotes (*Canis latrans*), skunks (*Mephitis mephitis*), and raccoons (*Procyon lotor*) can move freely through the urban and suburban areas of the Plan Area, including possibly utilizing the San Antonio Creek channel as a local corridor.

Figure 4.4-2 National Wetlands Inventory



Designated Critical Habitat

When a species is proposed for listing as endangered or threatened under the ESA, the USFWS must consider whether there are areas of habitat believed to be essential to the species' conservation. Those areas may be proposed for designation as critical habitat. The USFWS' Critical Habitat Portal (available at <http://criticalhabitat.fws.gov/crithab/>) provides online service for information regarding threatened and endangered species final Critical Habitat designation across the U.S.

According to the CNDDDB and the Critical Habitat Portal, there are no designated critical habitat areas mapped in or near the City. No critical habitat is mapped in the Plan Area (USFWS 2021a).

4.4.2 Regulatory Framework

a. Federal

Federal Endangered Species Act

The (ESA and subsequent amendments provide for the conservation of endangered and threatened species, and the ecosystems upon which they depend. Section 7 of the ESA requires federal agencies to aid in the conservation of listed species, and to ensure that the activities of federal agencies will not jeopardize the continued existence of listed species or adversely modify designated critical habitat. The USFWS and the National Oceanic and Atmospheric Administration (NOAA) are responsible for administration of the ESA and have regulatory authority over federally listed species.

Migratory Bird Treaty Act

As amended in 1972, the Migratory Bird Treaty Act (MBTA) protects nesting migratory birds by making it unlawful to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species. It is possible that other State or Federal sensitive or special-status avian species may also be adversely affected by new development in the Plan Area.

United States Army Corps of Engineers Jurisdiction

The USACE, under provisions of Section 404 of the CWA and USACE implementing regulations, has jurisdiction over the placement of dredged or fill material into "waters of the United States." Congress enacted the CWA "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." In practice, the boundaries of certain waters subject to USACE jurisdiction under Section 404 have not been fully defined. Previous regulations codified in 1986 defined "waters of the United States" as traditional navigable waters, interstate waters, all other waters that could affect interstate or foreign commerce, impoundments of waters of the United States, tributaries, the territorial seas, and adjacent wetlands.

The U.S. Supreme Court (Court) has issued three decisions that provide context in determining the scope of "waters of the United States" covered by the CWA. In *United States v. Riverside Bayview Homes*, the Court, in a unanimous opinion, deferred to the USACE's ecological judgment that adjacent wetlands are "inseparably bound up" with the waters to which they are adjacent, and upheld the inclusion of adjacent wetlands in the regulatory definition of "waters of the United States. In *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC), the Court held that the use of "isolated" non-navigable intrastate ponds by migratory birds was not

by itself a sufficient basis for the exercise of federal regulatory authority under the CWA. The majority opinion in *SWANCC* introduced the concept that it was a “significant nexus” that informed the Court’s reading of CWA jurisdiction over waters that are not navigable in fact. In *Rapanos v. United States*, (Rapanos), the Court agreed that the term “waters of the United States” encompasses some waters that are not navigable in the traditional sense. Justice Kennedy’s concurring opinion indicated that the critical factor in determining the CWA’s coverage is whether a water has a “significant nexus” to downstream traditional navigable waters such that the water is important to protecting the chemical, physical, or biological integrity of the navigable water. Whether a significant nexus exists in any given situation had to be decided on a case-by-case basis, depending on site-specific circumstances.

USACE jurisdictional limits are typically identified by the Ordinary High Water Mark (OHWM) or the landward edge of adjacent wetlands (where present). The OHWM is the “line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area” (33 CFR 328.3).

The USACE defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3). The USACE’s delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology.

b. State

California Endangered Species Act

The CDFW is responsible for administration of CESA. For projects that affect both a State and federal listed species, compliance with the ESA will satisfy the CESA if the CDFW determines that the federal incidental take authorization is consistent with the CESA. Projects that result in a take of a California listed species require a take permit under the CESA. The federal and State acts lend protection to species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or den locations, communal roosts, and other essential habitat. Unlike the ESA, the CESA prohibits the take of not just listed endangered or threatened, but also candidate species (species petitioned for listing).

The CESA defines an endangered species as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.”

A threatened species is defined as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts

required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.”

Candidate species are defined as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.”

Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the ESA, CESA does not include listing provisions for invertebrate species. Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened or endangered species by stating:

“no person shall import into this State, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.”

Under the CESA, “take” is defined as, “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Additionally, some sensitive mammals and birds are protected by the state as Fully Protected Mammals or Fully Protected Birds, as described in the CFGC, Sections 4700 and 3511, respectively.

Nesting Bird Protection – California Fish and Game Code

According to CFGC Section 3503 it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird [except house sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*)]. Sections 3503 and 3513 prohibit the taking of specific birds, their nests, eggs, or any portion thereof during the nesting season. Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the federal MBTA, prohibiting the take or possession of any migratory nongame bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by CDFW.

California Native Plant Protection Act

The NPPA was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. Currently, 64 species, subspecies, and varieties of plants are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the CESA permitting procedures (CFG Code Section 2081) would be applied to plants listed under the NPPA as “Rare.” With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) assert jurisdiction, on behalf of the U.S. Environmental Protection Agency (USEPA), over waters of the U.S. pursuant to Section 401 of the CWA. In addition, where Federal jurisdiction is not asserted (for example, due to a lack of connectivity to a Relatively Permanent Waters [RPW] and Traditional Navigable Waters [TNW]), RWQCB assert jurisdiction over “waters of the State” pursuant to Section 13263 of Porter-Cologne, which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. In this event, the SWRCB may issue general Waste Discharge Requirements (WDRs) regarding discharges to “isolated” waters of the State if limiting criteria are not exceeded (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the USACE to be Outside of Federal Jurisdiction) or project-specific WDRs.

California Department of Fish and Wildlife

STREAM AND RIPARIAN HABITAT

Pursuant to CFGC Section 1600, CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state or local governmental agency, or public utility to notify the CDFW before beginning any activity that would “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” that supports fish or wildlife resources.

A stream is defined as a “body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (California Code of Regulations, Title 14 Section 1.72). A Lake or Streambed Alteration Agreement may be required for any proposed project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.

SPECIAL-STATUS SPECIES PROTECTION

Special-status wildlife species are those species included on the CDFW “Special Animals” list (CDFW 2022). “Special Animal” is a general term that refers to all of the taxa the CNDDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or ESA
- State or Federal candidate for possible listing
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in
- CEQA Guidelines Section 15380
- Taxa considered by CDFW to be a Species of Special Concern

- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring
- Populations in California that may be on the periphery of a taxon's range but are threatened with extirpation in California

c. Local

Montclair Municipal Code

The Montclair Municipal Code (MMC) contains several provisions to conserve biological resources:

MMC Chapters 9.24.410. The City requires that all earth-moving or grading operations requiring a grading permit. Additionally, all grading permit applications shall be subject to environmental review to the extent required by CEQA, and any applicable City Environmental Quality Act Local Implementation Guidelines.

The approval of a grading permit application and issuance of a grading permit by the City engineer for ministerial projects requires the completion of any permits required by State or federal agencies (including but not limited to streambed alteration permits from the CDFG and 404 permits for grading within wetlands and certain watercourses from the U.S. Army Corps of Engineers), or are required by conditions of approval to be obtained before grading work is started. Approval of permits for discretionary projects requires findings that the proposed grading will not result in erosion, stream sediment, or other adverse off-site effects or hazards to life or property.

The City does not have a tree preservation or heritage tree ordinance. West Coast Arborists and the City entered a tree maintenance partnership for systematic maintenance of City trees (trees on City property or in public rights of way). The City's 'Urban Forest' is divided into five sections, with one section being inspected and trimmed each year. City trees are pruned to remove broken or loose branches, clear trees of sprout and sucker growth and to obtain an overall aesthetically pleasing appearance. Tree maintenance outside of this systematic maintenance requires a request to be submitted to the Public Works Operations Division (Montclair 2022).

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Chapter 1, Section 21001 of CEQA states that it is the policy of the state of California to: "Prevent the elimination of fish and wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities." Environmental impacts relative to biological resources may be assessed using impact significance criteria encompassing the California Environmental Quality Act (CEQA) Guidelines and federal, State, and local plans, regulations, and ordinances. Impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened, or endangered species.

The analysis of biological resource impacts was based on review of applicable biological resource databases, plans and policies, as described in the *Regulatory Setting*, above, as well as review of aerial photography such as Google Earth and online resource databases such as the CNDDDB and CNPS Inventory of Rare Plants.

The impact analysis considers the direct and indirect impacts to biological resources that could include the direct take of a species or the removal or disturbance of habitats from future development or more indirect delayed or secondary effects from future development, such as fragmentation, pollination interruption, plant and wildlife dispersal interruption, increased risk of fire, and increased invasion of non-native animals and plants that out-compete native species.

According to CEQA Guidelines Appendix G, impacts related to biological resources would be potentially significant if implementation of the Plan would:

1. 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;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
3. 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;
4. 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;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan 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?

Impact BIO-1 THE PLAN AREA IS LARGELY URBANIZED, AND THE PLAN WOULD PRIORITIZE DEVELOPMENT ON INFILL SITES THAT HAVE BEEN PREVIOUSLY DEVELOPED AND/OR DISTURBED. NEVERTHELESS, REASONABLY FORESEEABLE DEVELOPMENT CARRIED OUT UNDER THE PLAN COULD POTENTIALLY ADVERSELY IMPACT SPECIAL-STATUS SPECIES OR THEIR HABITAT. LOCAL SPECIAL-STATUS SPECIES AND NESTING BIRDS ARE EXPECTED TO OCCUR WITHIN THE PLAN AREA DURING POTENTIAL CONSTRUCTION PERIODS AND MAY BE AFFECTED BY CONSTRUCTION ACTIVITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO PLAN GOALS AND POLICIES AND MITIGATION MEASURES BIO-1 THROUGH BIO-4.

As described in Section 4.4.1, *Environmental Setting*, two sensitive wildlife species have potential to occur within the Plan Area: pallid bat and burrowing owl. Pallid bats have been known to utilize man-made structures, and suitable habitat for burrowing owl occurs within the retention basins that border the San Antonio Creek channel in addition to vacant disturbed lots if there is some open space.

Sensitive plant species have the potential to occur in the mesic grasslands that grow in and near the water retention basins in the Plan Area. These species include prostrate vernal pool navarretia (*Navarretia prostrata*) [CRPR 1B.1], smooth tarplant (*Centromadia pungens* ssp. *laevis*) [CRPR 1B.1], salt spring checkerbloom (*Sidalcea neomexicana*), [CRPR 2B.2], and San Bernardino aster (*Symphyotrichum defoliatum*) [CRPR 1B.2]. No native communities occur within the Plan Area.

Most development within the Plan Area would occur in developed or disturbed areas that do not support a wide diversity of biological resources (e.g., wetlands, native vegetation). All development within the Plan Area would be subject to the provisions of the various Federal and State natural resources regulations (discussed in Section 4.4.1) and their respective permitting processes. Individual future development projects would be subject to further environmental review and, as appropriate, project-specific mitigation

Nesting and Migratory Birds

As with most urbanized environments, landscape features within the Plan Area, such as trees, shrubs, herbaceous plants, and parklands, serve as temporary habitats or foraging grounds for wildlife. Migratory avian species that may use portions of the Plan Area for nesting during the breeding season are protected under the MBTA and CFGC 3513. Construction-related activities that may include, but are not necessarily limited to, building demolition and/or relocation, grading, materials laydown, access and infrastructure improvements, and building construction, could result in the disturbance of nesting migratory species covered under the MBTA. The most identifiable potential direct impact to migratory species would involve the removal of vegetation, particularly trees that may serve as perching or nesting sites for migratory birds. This could occur in the existing landscape vegetation throughout the City. Potential direct impacts related to City trees located within the Plan Area would be limited by the requirement to submit tree maintenance requests to the City.

Impacts related to the removal of vegetation not covered under the maintenance requests could have adverse effects on nesting migratory species. However, individual future developments would be subject to further development review, environmental review (for discretionary projects), and, as appropriate, project-specific mitigation.

Under provisions of the MBTA, it is unlawful “by any means or manner to pursue, hunt, take, capture, (or) kill” any migratory birds except as permitted by regulations issued by the USFWS. The term “take” is defined by USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture, or collect” any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. Migratory birds include all native birds in the U.S., except those non-migratory species such as quail and turkey that are managed by individual states. Compliance with the MBTA would ensure that migratory bird species are protected during buildout of proposed projects within the Plan Area.

The City does not have an existing ordinance specifically protecting biological resources (such as nesting birds or trees), but nesting birds are protected under existing Federal regulations, such as the MBTA and CFGC 3513, which would apply to any future development facilitated by the Plan. Furthermore, environmental review would be required for future discretionary projects facilitated by the Plan to determine whether they would impact biological resources, and to require mitigation measures, if necessary, to avoid or reduce impacts to such resources. Compliance with existing laws and regulations (e.g., MBTA and CFGC), would reduce potential impacts to nesting birds to a less than significant level.

Bats

Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (CFGF 4150). Some bat species are also considered Species of Special Concern by CDFW, candidate, or listed species that are afforded protection by ESA and/or CESA. The pallid bat is known to roost in trees and structures within the Plan Area. Potential to occur in the Plan Area are primarily limited to lower density urban/suburban areas. Project construction and activities including, but not limited to, ground disturbance, vegetation removal, and any activities leading to increased noise levels may have direct and/or indirect impacts on bats and their roosts. However, with implementation of mitigation measures, direct and/or indirect impacts to special-status bat species would be reduced to a less than significant level.

Indirect Impacts to Special-Status Species and Sensitive Natural Communities

Excavation, ground clearing, equipment and materials storage, access routes, and other activities could result in impacts on runoff and/or water quality, potentially affecting aquatic habitat. Discharges or runoff from operation of individual projects that may be developed under the Plan may carry pollutants, while runoff from construction may carry excessive silt, petroleum, or other chemical contaminants. Such runoff can affect water quality which in turn can affect habitat quality and the species using the waters. However, as discussed in Section 4.10, *Hydrology and Water Quality*, best management practices (BMPs) would be used to avoid and minimize indirect impacts on water quality during construction and operation of projects developed under the Plan.

Construction projects would be required to comply with various regulatory requirements related to storm water runoff during construction and operation to minimize the potential for pollutants to enter receiving waters. Projects would be required to comply with applicable State building code requirements, as well as State and federal agency regulations, as well as the provisions of the Statewide General Construction Activity Stormwater Permit.

Future development built under the Plan greater than one acre in size would be subject to the SWRCB Construction General Permit and would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include erosion and sediment control BMPs that would meet or exceed measures required by the Construction General Permit. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event.

The City is a permittee under the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of San Bernardino County, which also serves as a NPDES permit under the Federal Clean Water Act (NPDES No. CAS004001), as well as Waste Discharge Requirements under California law (the "Municipal NPDES permit"). Specific project development would be required to adhere to all requirements under the San Bernardino County MS4 permit. Reasonably foreseeable development under the Plan would be required to comply with Chapter 9.24.600 *Storm Drainage and Runoff* and Chapter 9.24.460 *Sediment and Erosion Control* of the Montclair Municipal Code.

Compliance with the regulations, permit requirements, and BMPs would prevent or minimize impacts related to water quality and ensure that construction and operation of all future development under the Plan would result in a less than significant impact to the degradation of aquatic habitat and species.

Mitigation Measures

The following mitigation measures would be required to address potential impacts to special-status species and habitat.

BIO-1 *Pre-Construction Biological Resources Reconnaissance Survey and Reporting*

For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply:

Prior to the issuance of a grading permit, a qualified biologist shall be retained by the project applicant to conduct a biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats.

If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants* (USFWS, September 23, 1996). If it is determined that the project site has suitable habitat for special-status wildlife such as burrowing owl, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for sensitive, State or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) will be conducted.

A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of proposed project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.

If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.

If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less than significant level prior to issuance of a development permit from the City. In the case of ESA and/or CESA listed species consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City to

determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.

If the biologist determines that wildlife movement corridors are present on a project site, consultation with the appropriate agency (i.e. City, USFWS, and/or CDFW) shall occur prior to issuance of a development permit from the City to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. The analyses shall also describe project impacts to wildlife movement, considering the existing and post-project opportunities present to wildlife to enter and exit the project site.

BIO-2 Pre-Construction Bird Surveys, Avoidance, and Notification

Construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 500-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.

Proposed project site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

BIO-3 Pre-Construction Bat Surveys

To avoid the direct loss of bats that could result from removal of trees and/or structures that are confirmed to support a maternity bat roost (e.g., in cavities, under loose bark or in structures such as bridges and abandoned buildings), tree removal or structure demolition shall be scheduled between October 1 and February 28, outside of the maternity roosting season. If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist shall conduct a focused survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.

Each tree and/or structure identified as potentially supporting an active maternity roost shall be closely inspected by the bat specialist prior to tree disturbance to determine the presence or

absence of roosting bats. If it is determined that a bat roost may be present, a Bat Avoidance Plan shall be prepared and approved by CDFW prior to issuance of a development permit from the City. The Plan shall identify bat survey methods and materials and methods to exclude or prevent bats from using the roost without directly impacting any bats.

BIO-4 Worker Environmental Awareness Program and Construction Monitoring

A biological monitor shall also conduct a pre-project environmental education program for all personnel working at the site, which shall be focused on conditions and protocols necessary to avoid and minimize potential impacts to biological resources. Prior to initiation of all construction activities (including staging and mobilization), all personnel associated with project construction shall attend a Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist, to aid workers in recognizing special status biological resources potentially occurring in the project area. This training will include information about the special-status species with potential to occur in the project area. The specifics of this program shall include identification of special-status species and habitats, a description of the regulatory status and general ecological characteristics of special-status resources, and review of the limits of construction and measures required to avoid and minimize impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employees, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them. The crew foreman shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to special-status species and sensitive natural communities.

Significance After Mitigation

Implementation of Mitigation Measures BIO-1 through BIO-4 would reduce potential impacts to special-status, locally important species, sensitive habitats, and nesting birds to less than significant levels.

Threshold 2: Would the Plan have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Threshold 3: Would the Plan 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?

Impact BIO-2 REASONABLY FORESEEABLE DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD NOT ADVERSELY IMPACT RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITIES DURING PROJECT CONSTRUCTION. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO GENERAL PLAN POLICIES ALONG WITH COMPLIANCE TO STATE AND FEDERAL REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 4.4.1, *Environmental Setting*, the only major stream that conveys flows through the Plan Area is a portion of San Antonio Creek. This waterway is a concrete-lined, rectangular channel for flood control that is not conducive to having associated wetland habitat and therefore does not meet the threshold above. While no wetlands as defined by Section 404 of the CWA have

been identified, waters within the channel are considered Waters of the U.S. and State, and subject to USACE, RWQCB, and CDFW regulations. Compliance with the requirements of the CWA and the Porter-Cologne Act would be required for any project proposed under the General Plan. Additionally, the retention basins meet the criteria for wetlands under all three agencies and would be subject to regulation from all three agencies as well as CBWCD.

Proposed development in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 of CWA and the Porter-Cologne Water Quality Control Act. Actual jurisdictional areas are determined by the State and federal authorities at the time that permits are requested.

Reasonably foreseeable development within or adjacent to riparian habitat could result in potential direct and impacts through removal of vegetation, filling of wetland habitat, compaction of soils, and/or indirectly through dust and vegetation thinning. Policy P1.1 of the Plan, which is to “Enhance air and water quality, increase public green space through the integration of green infrastructure” (including a green network focused on San Antonio Creek) and Policy P.1.7 of the Plan, which states that “Montclair will protect, conserve, and replenish existing and future water resources” would reduce direct impacts to riparian habitat.

The approval of a grading permit application and issuance of a grading permit by the City engineer for ministerial projects requires the completion of permits required by State or federal agencies (including but not limited to streambed alteration permits from CDFW and 404 permits for grading within wetlands and certain watercourses from the USACE), or are required by conditions of approval to be obtained before grading work is started. Approval of permits for discretionary projects requires findings that the proposed grading will not result in erosion, stream sediment, or other adverse off-site effects or hazards to life or property.

Implementation of the required SWPPP during project construction would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event. Future developments under the Plan would employ Low Impact Development (LID) techniques and stormwater control measures as outlined in the Montclair Municipal Code to prevent, capture, and treat stormwater pollution.

Adherence to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 of CWA and the Porter-Cologne Water Quality Control Act, would reduce impacts to wetlands to a less than significant level. There are no other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. For example, as discussed in Section 4.4.2, *Regulatory Framework*, the City does not have a tree preservation or heritage tree ordinance. Adherence to existing City policies and the permit requirements discussed above would reduce impacts to riparian habitat and other sensitive natural communities to a less than significant level.

Mitigation Measures

None required beyond compliance with applicable Plan policies and regulations.

Threshold 4: Would the Plan 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?

Impact BIO-3 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD LARGELY AVOID IMPACTS TO WILDLIFE MOVEMENT CORRIDORS BY EMPHASIZING INTENSIFICATION/REUSE OF EXISTING URBANIZED AREAS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH INCORPORATION OF GENERAL PLAN POLICIES ALONG WITH COMPLIANCE WITH STATE AND FEDERAL REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan focuses on intensification of already existing developed areas. As discussed in Section 4.4.1, *Environmental Setting*, the City's landscape generally does not facilitate the movement of wildlife species that are not adapted to move through urban and suburban areas, although the San Antonio Creek channel may act as a corridor between the San Gabriel Mountains to the north and the Chino Hills to the south for species that can utilize concrete-lined channels. Potential impacts to the channel would be covered under permitting requirements discussed under Impact BIO-1 and Impact BIO-2.

Mitigation Measures

None required beyond compliance with applicable Plan policies and regulations.

Threshold 5: Would the Plan conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Threshold 6: Would the Plan conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact BIO-4 THE PLAN WOULD NOT CONFLICT WITH AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THERE WOULD BE NO IMPACT.

The Plan Area is not located in a habitat preservation or conservation Plan Area and is not within a designated Significant Ecological Area (SEA). No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans apply within the Plan Area. As discussed in Section 4.4.2, *Regulatory Framework*, the City does not have a tree preservation or heritage tree ordinance. There would be no impact.

Mitigation Measures

None required beyond compliance with applicable Plan policies and regulations.

4.4.4 Cumulative Impacts

Section 15130 of the *CEQA Guidelines* provides guidance on the discussion of cumulative impacts. Two conditions apply to determine the cumulative effect of a project: first, the overall effect on biological resources caused by existing and known or forecasted projects must be considered significant under the significance thresholds discussed above; and second, the project must have a "cumulatively considerable" contribution to that effect. By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis.

The following are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the project vicinity;
- The loss of sensitive habitats and species;
- The contribution of the project to urban expansion into natural areas; and
- Isolation of open space in the vicinity by proposed/future projects.

Special-Status Species, Sensitive Habitats, and Wetlands

The Plan's contribution to cumulative impacts to special-status species and sensitive habitats would be cumulatively considerable without mitigation. As development occurs in the less undeveloped portions of the Plan Area, habitat for biological resources would continue to be converted to urban development. It is understood that mobile species (e.g., most reptiles, mammals, and birds) may survive this development by moving to other areas, but less mobile species (i.e., species reliant on a certain type of habitat) would not. Although the amount of natural habitat in the Plan Area is limited, its conversion could reduce the availability of habitat for special-status species and the natural areas remaining could become further isolated and not support biological resources beyond their carrying capacity. Buildout of the Plan may result in the increase of urban buildout and contribute to the loss of habitat for special-status species, as well as common species. However, implementation of Mitigation Measures BIO-1 through BIO-4 would reduce direct and indirect impacts to wildlife and sensitive vegetation and habitat to less than significant levels.

If a future project carried out under the Plan resulted in removal of sensitive vegetation, then compensatory mitigation may be required depending on the amount of vegetation impacted, which would ensure no net loss of habitat following implementation of the project. Any proposed development in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 of CWA and the Porter-Cologne Water Quality Control Act. Therefore, the Plan would not result in a cumulatively considerable impact to sensitive habitats and wetlands.

As discussed in Impact BIO-1, the MBTA protects migratory avian species, including sensitive species. Individual project compliance of any project in the City would be required to comply with the MBTA and CFGC, which would ensure that the Plan would not make a significant contribution to cumulative impacts to migratory birds.

Wildlife Movement

As discussed under Impact BIO-3, development under the Plan could affect wildlife movement corridors (San Antonio Creek) and nursery sites (such as those for bats), and the Plan could make a contribution to impacts to wildlife corridors and nursery sites. However, most of the City's landscape does not facilitate the movement of wildlife species that are not adapted to move through urban and suburban areas. Impacts to the San Antonio Creek channel would be covered under permitting requirements specified under Impact BIO-1 and Impact BIO-2. Potential impacts to bats would be mitigated to a less than significant level by Mitigation Measure BIO-3. With adherence to permitting requirements and mitigation measures in this EIR, the Plan would not make a substantial contribution to cumulative impacts to wildlife movement corridors and nursery sites.

4.5 Cultural Resources

This section analyzes the potential impacts of the Plan on cultural resources. Impacts to historical resources, archaeological resources, and human remains are addressed herein. Data used to prepare this section was also sourced from the California Office of Historic Preservation's (OHP) Historic Property Data File. The analysis of tribal cultural resources is included in Section 4.18, *Tribal Cultural Resources*.

4.5.1 Cultural Setting

Prehistoric Context

During the twentieth century, many archaeologists developed chronological sequences to explain prehistoric cultural changes within all or portions of southern California (c.f., Jones and Klar 2007; Moratto 1984). Wallace (1955, 1978) devised a prehistoric chronology for the southern California region based on early studies and focused on data synthesis that included four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Though initially lacking the chronological precision of absolute dates (Moratto 1984:159), Wallace's (1955) synthesis has been modified and improved using thousands of radiocarbon dates obtained by southern California researchers over recent decades (Byrd and Raab 2007:217; Koerper and Drover 1983; Koerper et al. 2002). The prehistoric chronological sequence for southern California presented below is a composite based on Wallace (1955) and Warren (1968) as well as later studies, including Koerper and Drover (1983).

Early Man Horizon (ca. 10,000 – 6000 BCE)

There are very few known and previously recorded archaeological sites in the inland areas of southern California dating to this time period; however, numerous pre-8000 BCE sites have been identified along the mainland coast and Channel Islands of southern California (c.f., Erlandson 1991; Johnson et al. 2002; Jones and Klar 2007; Moratto 1984; Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dating to approximately 13,000 years ago (Arnold et al. 2004; Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (CA-SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom style fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicates that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (e.g., Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 BCE. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 BCE)

Wallace (1955:219) defined the Milling Stone Horizon as “marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns.” The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources was consumed, including small and

large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone and in addition to ground stone tools, such as manos and metates, chopping, scraping, and cutting tools, are very common. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Two types of artifacts that are considered diagnostic of the Milling Stone period are the cogged stone and discoidal, most of which have been found within sites dating between 4000 and 1000 BCE (Moratto 1984:149), though possibly as far back as 5500 BCE (Couch et al. 2009). The cogged stone is a ground stone object that has gear-like teeth on the perimeter and is produced from a variety of materials. The function of cogged stones is unknown, but many scholars have postulated ritualistic or ceremonial uses (c.f., Koerper and Mason 1998; Eberhart 1961:367) based on the materials used and their location near to burials and other established ceremonial artifacts as compared to typical habitation debris. Similar to cogged stones, discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals were often purposefully buried, or “cached.” They are most common in sites along the coastal drainages from southern Ventura County southward and are particularly abundant at some Orange County sites, although a few specimens have been found inland as far east as Cajon Pass (Apodaca 2001; Moratto 1984:149). Cogged stones have been collected in Riverside County and their distribution appears to center on the Santa Ana River basin (Eberhart 1961).

Intermediate Horizon (3000 BCE. – CE 500)

Wallace’s Intermediate Horizon dates from approximately 3000 BCE - CE 500 and is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources including a broad variety of fish, land mammal, and sea mammal remains along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (e.g., Glassow et al. 1988; True 1993). Mortuary practices during the Intermediate typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (CE 500–Historic Contact)

During Wallace’s (1955, 1978) Late Prehistoric Horizon the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More classes of artifacts were observed during this period and high quality exotic lithic materials were used for small finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage and an increased use of asphalt for waterproofing is

noted. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes this dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition in Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the “Shoshonean wedge” (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrielino/Tongva in San Bernardino County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztec, Takic-speaking populations that settled along the California coast during the Late Prehistoric Horizon.

Historical Setting

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769 – 1822)

Spanish explorers made sailing expeditions along the coast of what was then known as Alta (upper) California between the mid-1500s and mid-1700s. In 1542, while in search of the legendary Northwest Passage, Juan Rodríguez Cabrillo recorded a visit to the Santa Barbara area. Sebastian Vizcaíno also conducted exploration of the coast in 1602 and named the Santa Barbara Channel when his ship entered it on the feast day of Saint Barbara (Kyle 2002). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Kyle 2002; Gumprecht 1999).

By the 18th century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California’s Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá that same year, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010). Mission San Gabriel Arcángel was established in 1771, and an associated ranch, San Bernardino de Sena Estancia, was founded in 1819 as an extension of the mission (Kyle 2002).

The mission system and presidios relied on Native American labor (Cole 1999). Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during

the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).

Mexican Period (1822 – 1848)

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Gutierrez and Orsi 1998).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land (Graffy 2010).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848 – Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton, and evaded Californian soldiers in Santa Barbara's Gaviota Pass by taking the route over the San Marcos grade instead. While the arrival of the U.S. Navy helped the Americans to take control of California's coastal settlements in the summer of 1846, local resistance continued on the interior. Finally, on January 13, 1847, hostilities ceased with the surrender of Governor Pio Pico and General José María Flores (Kyle 2002). The territory was transferred formally to the United States in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as US territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

City of Montclair

In the first decades of the American Era, economic patterns in what is now Montclair remained somewhat consistent with those of the era of Mexican rule. Development in these years centered on communities established during Spanish and Mexican rule. Well into the 1890s, ranchers continued to exploit what is now Montclair as grazing land for livestock (City of Montclair 2021).

The extension of railroads into the region in the late nineteenth century laid the groundwork for the establishment of new communities in the Inland Empire. Rail transit led to new development in rural hinterlands as settlers and "speculative real estate ventures" rushed into the undeveloped hinterland of San Bernardino County (ARG 2018). By the late 1880s, present-day Montclair was situated between two major railroads, the Atchison Topeka and Santa Fe and the Southern Pacific. Lumber merchant Edward Fraser was the first to attempt to establish a permanent colony in the Montclair area. In 1887, Fraser began clearing land for prospective town he named Marquette and promoted his subdivision to support intensive settlement and the cultivation of orchards. Despite the development's proximity to the Santa Fe Railroad, Marquette's enterprise failed to attract settlers (ARG 2018; City of Montclair 2021). A second, somewhat more successful attempt at settlement took place about three miles south of the Marquette site. Named for a nearby Southern Pacific stop, the short-lived community of Narod consisted of "market, a hotel, a packinghouse, and a small church known as the Little White Church of Narod" (ARG 2028). The packing house was important to the local citrus industry and was used as the main packing facility for the Ontario Fruit Exchange. No buildings associated with the development of Marquette or Narod remain standing (ARG 2018; City of Montclair 2021).

Although the earliest efforts to foster residential development of the area proved unsuccessful, the fertile soil and access to two major railroads allowed local orchardists to participate in the Inland Empire's booming citrus industry. Typical of the region in the late nineteenth and early twentieth centuries, present-day Montclair was used to "cultivate citrus and other cash crops for export" (ARG 2018). Among the area's successful citrus operations was Reeder Ranch, which John Reeder purchased by 1900. The house (extant) was moved onto the property in 1903 and the orange groves (Washington navel oranges) planted in 1905. Buoyed by the success of the local citriculture industry, Reeder Ranch eventually grew to encompass fifty acres (City of Montclair 2021; ARG 2018).

Permanent residential development in Montclair began in the early twentieth century when Los Angeles-based real estate developer Emil Firth named a nearby 1,000-acre subdivision Monte Vista. It consisted of lots measuring 10, 20, and 40 acres, on which owners were incentivized to surround their homesites with orchards (ARG 2018; City of Montclair 2020). Firth marketed the area by extolling the healthful suburban life available in Monte Vista and touted the local packing house as another virtue. By 1910, at least seven families had purchased properties in the subdivision. Houses, usually constructed in the Craftsman style, were typically situated about a half-mile apart and surrounded by citrus groves. A few extant houses from this early era of development remain, including the residence of Mr. and Mrs. George Pantazin at 11096 Central Avenue (ARG 2018).

The citrus industry continued as main driver the local economy through the World War II era. Local agriculture was dependent on a diverse labor force of Chinese, Japanese, Mexican, Filipino, and Sikh workers who established small communities in and around present-day Montclair (ARG 2018).

As was the case throughout Southern California, Monte Vista was reshaped by a post-World War II-era population boom. Demand was fueled by a regional population boom and new construction facilitated by post-World War II-era “federal policies and programs that promoted homeownership and the mass construction of detached, single-family houses... and the construction of a vast regional freeway network” (ARG 2018). As residential development proved more profitable than citrus cultivation, Southern California’s vast tracts of orchards gave way to new suburban subdivisions. Between 1949 and 1959, approximately one-quarter of the region’s orchards were lost. Nearly all citrus land in what is now Montclair was redeveloped in the same period. Emblematic of this trend, Post-World War II-era residential development reduced Reeder Citrus Ranch from about fifty acres to just one (ARG 2018).

A key to the suburbanization of the area was the construction of Interstate 10, which was completed within the present city limits in 1958. The new freeway connected the community to major centers of employment centers in Los Angeles and the cities of San Bernardino County. In 1952, the San Bernardino County Planning Commission authorized the rezoning of two large agricultural tracts for residential use. This set the trend for the rest of the decade. Housing developed in the new residential tracts typically consisted of modest single-family residences designed according to the guidelines of the Federal housing Authority Community Builders Handbook, standards which allowed developers to secure financing from the FHA. In Montclair, houses were often constructed in variations of Mid-Century Modern or Ranch styles and set back from the street with “uniform front yards.” Neighborhood street networks included curvilinear roads, sidewalks, and curbs (ARG 2018).

As new housing tracts multiplied in the area, a group of residents formed the Monte Vista Improvement Association with the aim of incorporating the community to preserve “local control” before it could be annexed by a neighboring city. In April 1956, residents voted to approve incorporation of the community as the City of Monte Vista and, in the same election, chose the city’s first five-member City Council. Monte Vista’s incorporation was formalized on April 25, 1956, with a population of about 8,000 residing in a 4-square-mile area. In 1958, the city was renamed Montclair because the existence of Northern California community named Monte Vista complicated efforts to establish a post office under the city’s original name (City of Montclair 2021). Civic achievements in the early years of cityhood included formulation of master street lighting plan, drafting of zoning ordinances, and the implementation of street sweeping service. Within a year of incorporation, there were ten full-time city employees. In 1964, the City dedicated a Civic Center on land acquired for that purpose in 1953. Located at the corner of Benito and Fremont, multi-building complex includes city government offices and the police department. Additional institutional growth included the construction of a new post office and four public schools between 1955 and 1960 (ARG 2018).

The opening of Interstate 10 boosted commercial development in the northern end of Montclair. A notable beneficiary of was the Montclair Plaza shopping mall, a large shopping center approved by the City in 1964, in part, as a means of boosting the tax base to a level capable of funding city services. Constructed by shopping mall developer Ernest Hahn, the Mid-Century Modern-style mall opened in 1968. The mall drew shoppers from around the region and, in its first year, boosted local tax revenues by about 30 percent (City of Montclair 2021; ARG 2018).

Montclair grew steadily in the six decades since it achieved cityhood. As described in further detail in Chapter 4.14, *Population and Housing*, the City's 2020 population was almost 40,000, approximately five times the count at the time of incorporation.

Past Historic Survey Efforts in Montclair

To date, the City of Montclair has not conducted any citywide historical resources surveys.

Historical Resources in Montclair

A review of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the California State Office of Historic Preservation Built Environment Directory, in addition to consultation with City staff, revealed that there are two designated historical resources located in Montclair, the Russian Village Historic District and Reeder Citrus Ranch. The Russian Village Historic District is listed in the NRHP and the CRHR. The district straddles the boundary between Montclair and the neighboring city of Claremont. Of the district's 12 contributing properties, two are located completely in Montclair (360 and 370 South Mills Avenue) and four partially within the city's boundaries (306, 316, 330, and 350 South Mills Avenue). Reeder Citrus Ranch (4405 Holt Boulevard) has been assigned California State Office of Historic Preservation status code or 2S2, meaning it was determined eligible for inclusion on the NRHP and is listed on the CRHR. Designated locally by a resolution of the Montclair City Council, Reeder Citrus Ranch is also the only Historic Landmark designated by the City of Montclair (Resolution No. 03-460).

In addition, the routes of two National Historic Trails traverse the city, the Juan Bautista de Anza and Old Spanish National Historic trails.

4.5.2 Regulatory Framework

The regulatory background below offers an overview of federal, state, and local criteria used to assess historic significance, as well as Montclair's existing regulatory process pertaining to development projects that may impact historical resources.

National Register of Historic Places

The National Register of Historic Places (NRHP) is an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment (36 Code of Federal Regulations [CFR] 60, Section 60.2). The National Park Service (NPS) administers the NRHP program.

The criterion for listing in the NRHP follows guidelines established by the NPS for determining the significance of properties. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that do the following:

1. Are associated with events that have made a significant contribution to the broad patterns of our history; or
2. Are associated with the lives of persons who are significant in our past; or
3. Embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

4. Have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60, Section 60.3).

In addition to meeting any or all of the eligibility criteria listed above, properties must also possess historic integrity to be eligible for listing in the NRHP. Historic integrity is the ability of a property to convey its significance and through “the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both why a property is significant... and when it was significant” (NPS 1995). The NPS defines seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

California Register of Historical Resources

A cultural resource could be considered significant if it is eligible for listing in the California Register of Historical Resources (CRHR). The CRHR helps government agencies identify, evaluate, and protect California’s historical resources, and indicates which properties are to be protected from substantial adverse change (Public Resources Code [PRC] Section 5024.1[a]). The CRHR is administered through the State Office of Historic Preservation, which is part of the California State Parks system.

A resource is evaluated under four CRHR criteria to determine its historical significance. To be eligible for the CRHR, a resource must be significant at the local, state, or national level in accordance with one or more of the following criteria, as set forth in the CEQA Guidelines Section 15064.5(a)(3):

- (A) It is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
- (B) It is associated with the lives of persons important in our past;
- (C) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (D) It has yielded, or may be likely to yield, information important in prehistory or history. (CEQA Guidelines Section 15064.5(a)(3))

The CRHR also requires a resource to possess integrity, defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the

resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association."

Archaeological resources can sometimes qualify as "historical resources" (CEQA Guidelines Section 15064.5[c][1]). PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person. (PRC Section 21083.2[g])

Two other programs are administered by the State: California Historical Landmarks and California Points of Historical Interest. California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value, whereas California Points of Historical Interest are of local (city or county) significance. Resources listed as Landmarks or Points of Historical Interest are automatically considered eligible for listing in the CRHR.

State Health and Safety Code

State Health and Safety Code (HSC) Section 7050.5 (PRC Section 5097.9) contain provisions for the treatment of human remains contained in archaeological sites. Under HSC Section 7050.5, if human remains are discovered during any project activity, the county coroner must be notified immediately. If human remains are exposed, HSC Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area of the discovery shall be protected, and consultation and treatment shall occur as prescribed by law. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased person so they can inspect the burial site and make recommendations for treatment or disposal.

City of Montclair

The City of Montclair's Municipal Code Chapter 11.56 – Historic Preservation establishes guidelines for the preservation, restoration and protection of cultural and historic resources within the City of Montclair. The guidelines were developed to preserve elements of the City of Montclair's heritage that may be endangered in the present or future. The purpose of the ordinance is to:

- A. Encourage public knowledge, understanding and appreciation of the City's past;
- B. Strengthen civic and neighborhood pride in the beauty and architecture of the past;
- C. Preserve diverse architectural styles and designs reflecting phases of the City's heritage;

- D. Promote the enjoyment and use of cultural resources appropriate for the education and restoration of the City;
- E. Encourage new construction and exterior modification of historical buildings that are compatible with the historical character of such buildings;
- F. Protect and enhance property values and to provide possible added benefits to the City and its inhabitants through the exploration of creative financial incentives for preservation;
- G. Encourage the adaptive recycling or reuse of existing historic landmarks.

Additionally, the Ordinance established the Historic Preservation Commission to oversee ordinance compliance. The Historic Preservation Commission has the following powers and duties:

- A. Administer the provisions of this chapter;
- B. Perform such other advisory functions as may be delegated from time to time to the Historic Preservation Commission by the City Council;
- C. Maintain a current register of landmark designations for public use and information.

A building or structure may be designated as a historic landmark if it is found that one or more of the following conditions exist with reference to such building or structure:

- A. The proposed landmark is particularly representative of a historical period, type, style, region or way of life;
- B. The proposed landmark is an example of a type of building which was once common but is now rare;
- C. The proposed landmark is one of the best remaining examples of a particular architectural type or style in the area;
- D. The proposed landmark is identified with persons or events significant in local, State or national history; or
- E. The proposed landmark is representative of the notable work of a builder, designer or architect.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to cultural resources would be potentially significant if implementation of the Plan would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; and/or
3. Disturb any human remains, including those interred outside of formal cemeteries.

A “substantial adverse change” in the significance of a historical resource is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (PRC Section 5020.1[q]). Further, according to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is “materially impaired” when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in a historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA. (CEQA Guidelines Section 15064.5[b][2])

According to CEQA Guidelines Section 15064.5(a), the term “historical resources” shall include the following:

- (1) A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).
- (2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852), as described above under “Regulatory Setting.”

b. Project and Cumulative Impacts

Threshold 1: Would the Plan cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Impact CUL-1 THE PLAN HAS THE POTENTIAL TO RESULT IN A SIGNIFICANT IMPACT IF DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Based on CEQA Guidelines Section 15064.5, future reasonably anticipated development activities carried out under the General Plan Update would have a significant impact on historical resources if they would cause a substantial adverse change in the significance of a historical resource. Historical resources as defined by CEQA include properties eligible for listing on the NRHP, the CRHR, or a local register of historical resources. In addition, as explained in Section 15064.5, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction,

relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

As detailed above, there is one known historical resource that is listed in NRHP and CRHR and one resource determined eligible for the NRHP, listed in the CRHR, and designated locally as a Landmark in Montclair. In addition to these known historical resources, there may be other yet unidentified resources which are eligible for inclusion in the NRHP or CRHR or for designation as a local Landmark. The Plan would guide the general distribution, location, and extent of the various land uses in the city. New residential, commercial, and industrial uses would be implemented by new development and the conversion of existing properties to new uses. Changes to the transportation network would include the redesign of streets and streetscapes, while public spaces would be enhanced through the development of green network of creeks, trails, open spaces, parks, and green streets. Potential future development occurring under the Plan may include site preparation, demolition and construction activities. These activities could have the potential to result in the physical demolition, destruction, relocation, or alteration of potential historical resources. Therefore, mitigation is required.

Mitigation Measures

CUL-1 Historical Resources

A historical resources evaluation shall be prepared for any discretionary project carried out under the General Plan Update involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report will be submitted to the City for review and concurrence. If the property is already listed in the NRHP, CRHR, or as a Landmark in Montclair, the historical resources evaluation described above shall not be required.

If historical resources are identified within the development site of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with any development application that may affect the historical resource, the historical resources evaluation report shall also identify and specify the treatment of character-defining features and construction activities.

Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report

identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-Like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development that carried out under the General Plan. While HABS documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.¹ Therefore, impacts would be significant and unavoidable.

Threshold 2: Would the Plan cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Impact CUL-2 THE PLAN HAS THE POTENTIAL TO RESULT IN A SIGNIFICANT IMPACT IF DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE, INCLUDING THOSE THAT QUALIFY AS HISTORICAL RESOURCES. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE.

Ground-disturbing activities associated with development carried out under the Plan have the potential to damage or destroy archaeological resources that may be present on or below the ground surface, particularly in areas not studied in a cultural resources investigation or when excavation depths exceed those attained previously for past development. The Plan does not contain goals, policies, or implementation programs related to archaeological resources. Consequently, damage to or destruction of known or previously unknown archaeological resources could occur because of the project. Therefore, mitigation measures are required.

¹ League For Protection of Oakland's Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

Mitigation Measures

CUL-2 Phase I Archaeological Resources Study

For any project carried out under the General Plan Update, the City and/or project applicant shall investigate the potential to disturb archaeological resources. If the project will involve any ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill) a Phase I cultural resources study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The Phase I cultural resources study shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the NAHC. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The report shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I technical report shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.

CUL-3 Extended Phase I Testing

For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I study [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.

CUL-4 Archaeological Site Avoidance

Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.

CUL-5 Phase II Site Evaluation

If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure

CUL-4) and that have not been adequately evaluated for the NRHP or CRHR listing at the project site, the qualified archaeologist shall conduct a Phase II investigation to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

A Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.

If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-2) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montclair for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II report shall be implemented for all ground disturbance activities.

CUL-6 Phase III Data Recovery

Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montclair prior to construction. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montclair prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present.

As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montclair prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.

CUL-7 Cultural Resources Monitoring

If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities. If archaeological resources are encountered during ground-

disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.

CUL-8 Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montclair for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

Significance After Mitigation

Implementation of mitigation measures CUL-2 through CUL-8 would reduce impacts to archaeological resources to less than significant levels by ensuring the avoidance of archeological resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

Threshold 3: Would the Plan disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 THE DISCOVERY OF HUMAN REMAINS IS ALWAYS A POSSIBILITY DURING GROUND-DISTURBING ACTIVITIES. GROUND DISTURBANCE ASSOCIATED WITH DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY DISTURB OR DAMAGE KNOWN OR UNKNOWN HUMAN REMAINS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO EXISTING REGULATIONS.

Regulations exist to address the discovery of human remains. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If an unanticipated discovery of human remains occurs, the county coroner must be notified immediately. If the human remains are determined to be of Native American origin, the coroner will notify the NAHC, which will determine and notify a most likely descendant, who shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. With adherence to existing regulations impacts would be less than significant.

Mitigation Measures

Because this impact would be less than significant due to required regulations, mitigation measures are not required.

Significance After Mitigation

Compliance with existing regulations would reduce Plan impacts to human remains to less than significant levels by ensuring proper identification and treatment of any human remains that may be present.

Cumulative Analysis

Cumulative development across the Plan Area could disturb areas that may potentially contain historical and archaeological resources. The potential for impacts from individual projects is generally site-specific and depends on the location and nature of each individual project. Individual projects implemented under the Plan would continue to be subject to applicable federal, state, and local requirements. As discussed above, individual projects implemented under the Plan have the potential to result in impacts to historical and archaeological resources. While mitigation would reduce impacts to archaeological resources to less than significant, and mitigation would reduce impacts to built environment historical resources to the greatest extent feasible, there is still potential for impacts to built environment historical resources to be significant and unavoidable even after mitigation. Therefore, the potential for cumulative impacts to historical resources is significant and unavoidable, and the proposed program's contribution to such impacts would be cumulatively considerable.

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4.6 Energy

This chapter discusses the project's potential impacts relating to energy consumption. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Chapter 4.3, *Air Quality*, and Chapter 4.8, *Greenhouse Gas Emissions/Climate Change*. The project area in this chapter is defined as the Plan Area, which includes all land within the City limits and Sphere of Influence (SOI).

4.6.1 Environmental Setting

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere, which can have impacts related to biological resources and human health. The environmental impacts of air pollutant and GHG emissions associated with the Plan's energy consumption are discussed in detail in Chapter 4.3, *Air Quality*, and Chapter 8, *Greenhouse Gas Emissions*, respectively.

Fossil fuels are burned to create electricity to power homes and vehicles. Transportation energy use relates to the fuel efficiency of cars and trucks, and the availability and use of public transportation, the choice of different travel modes (auto, carpool, and public transit), and the miles traveled by these modes. Construction and routine operation and maintenance of residential and non-residential buildings also consume energy, typically in the form of natural gas and electricity.

a. Energy Supply

In 2018, California produced approximately 920.1 trillion British thermal units (Btu) of crude oil, 220.8 trillion Btu of natural gas, 168.8 trillion Btu of nuclear electric power, and 31.4 trillion Btu of biofuels (United States Energy Administration (USEIA) 2021). The Plan Area contains no active oil fields or oil wells (California Department of Conservation, Division of Oil, Gas & Geothermal Resources 2021). Additionally, there are no electricity-generating facilities in the Plan Area.

b. Energy Consumption and Sources

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2019). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes, in addition to being consumed by alternative fuel vehicles.

Total energy consumption in the U.S. in 2020 was approximately 92.94 quadrillion Btu, of which 35 percent was from petroleum, 34 percent from natural gas, 10 percent from coal, 12 percent from renewable sources (including geothermal, solar, hydroelectric, wind, and biomass), and 9 percent from nuclear power. This energy was consumed as electric power (35.74 quadrillion Btu), transportation fuel (24.23 quadrillion Btu), industrial power (22.1 quadrillion Btu), residential power (6.54 quadrillion Btu), and commercial power (4.32 quadrillion Btu) (EIA 2021a). On a per capita basis in 2019, California was ranked the second lowest state in terms of total energy consumption (197.8 million Btu [MMBtu] per person), or about 35 percent less than the U.S. average per capita consumption of 305.4 MMBtu per person (EIA 2019).

Electricity and Natural Gas

Electricity generated in California in 2019 was from natural gas-fired power plants (42.97 percent), renewables (32.09 percent), large hydroelectric (16.53 percent), nuclear (8.06 percent), coal (less than 1 percent), and other sources (less than 1 percent) (California Energy Commission [CEC] 2019a). In 2020, California produced 68 percent of the electricity it used and imported the rest from outside the state (CEC 2020d). In 2020, California used 279,510 million gigawatt hours (GWh) of electricity, with 190,922 million GWh produced in-state (EIA 2020). California consumed 12,331 million therms of natural gas in 2019 (CEC 2020d).

Southern California Edison (SCE) provides electricity service to the Plan Area. SCE's power mix consists of approximately 35.1 percent renewable energy sources (wind, geothermal, solar, small hydro, and biomass) (CEC 2019). Gas service is provided by Southern California Gas Company (SoCal Gas). Natural gas supplied by SoCalGas is sourced primarily from several sedimentary basins in the western United States and Canada including New Mexico, West Texas, the Rocky Mountains, western Canada, and California (California Gas and Electric Utilities 2020).

San Bernardino County as a whole consumed approximately 527 million therms of natural gas in 2020 in both residential and non-residential uses (CEC 2020d). San Bernardino County also consumed approximately 15,968 GWh of electricity in 2020 from residential and non-residential uses (CEC 2020e). Table 4.6-1 summarizes the electricity and natural gas consumption for San Bernardino County, and for SCE and SoCalGas, as compared to statewide consumption.

Table 4.6-1 2020 Electricity and Natural Gas Consumption

Energy Type	San Bernardino County	Provider	California	Proportion of Provider (SCE and SoCalGas) Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	15,968	83,532 (SCE)	279,510	19.1%	5.7%
Natural Gas (millions of therms)	527	5,231 (SoCalGas)	12,331	10.1%	4.3%

GWh = gigawatt-hours

¹ For reference, the population of San Bernardino County (2,181,654 persons) is approximately 5.5 percent of the population of California (39,538,223) (US Census Bureau 2020b).

Source: CEC 2020a, CEC 2020b, CEC 2020c, CEC 2020d

Petroleum

Petroleum fuels are primarily consumed by on-road and off-road equipment, as well as some industrial processes. California is one of the top producers of petroleum in the nation, with drilling and oil production operations occurring throughout the state but with greater concentrations in some areas such as the San Joaquin Valley and the Los Angeles basin. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area (CEC 2021a). California requires all motorists to use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California, with 12,572 billion gallons sold in 2020 (CEC 2020e). Diesel, which is used primarily by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California, with 1,744 billion gallons sold in 2019 (CEC 2020e). Table 4.6-2

summarizes the petroleum fuel consumption for San Bernardino County, as compared to statewide consumption.

Table 4.6-2 2020 Annual Gasoline and Diesel Consumption

Fuel Type	San Bernardino County (million gallons)	California (million gallons)	San Bernardino County Proportion of Statewide Consumption ¹
Gasoline	823	12,572	6.5%
Diesel	178	1,744	10.2%

¹ For reference, the population of San Bernardino County (2,181,654 persons) is approximately 5.5 percent of the population of California (39,538,223) (US Census Bureau 2020b).
Source: CEC 2020e

According to the EIA, one gallon of gasoline is equivalent to approximately 120,286 Btu, while one gallon of diesel is equivalent to approximately 137,381 Btu (EIA 2021b). Based on this formula, approximately 338 billion Btu in transportation fuel were consumed per day in 2019 in San Bernardino County (see Table 4.6-2).

Alternative Fuels for Motor Vehicles

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard and Health and Safety Code Section 38566 [Senate Bill (SB) 32]). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with alternative fuels including those described below.

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). Currently, there are 45 open hydrogen refueling stations in California, but none in the Plan Area (California Fuel Cell Partnership 2021).

Biodiesel is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations but fueling stations have been slow to make it available. There are 30 biodiesel refueling stations in California, none of which are in the Plan Area (Drive Biodiesel 2020).

Electricity can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. The electricity grid usually provides electricity used to power vehicles, which store it in the vehicle's batteries. Fuel cells are being explored to use electricity generated on board the vehicle to power electric motors. There are six public electric vehicle charging station in the Plan Area.

c. Energy and Fuel Efficiency

The demand for gasoline and diesel fuel is tied to population growth and the availability of mass transit. Fuel demand can be offset partially by efficiency improvements, land use policies that encourage infill and growth near transit centers (e.g., following SB 375, the Sustainable Communities and Climate Protection Act of 2008), improvements to fuel efficiency, and gradual replacement of the vehicle fleet with new, more fuel-efficient cars, all of which will reduce fuel use.

In the future, increasing gasoline prices may apply downward pressure to gasoline demand in the state.

4.6.2 Regulatory Framework

a. Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States' dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil and confronting climate change.

Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent as compared to 2007 levels.

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 United States Code Section 17001 et seq.

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA) for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (USEPA) is responsible for administering the Corporate Average Fuel Economy program, which determines vehicle manufacturers' compliance with existing fuel economy standards. In 2012, the USEPA and National Highway Traffic and Safety Administration established final passenger car and light truck Corporate Average Fuel Economy standards for model years 2017 to 2021, which will require a combined average fleet-wide fuel economy of 40.3 to 41.0 miles per gallon in model year 2021 (United States Department of Transportation 2014).

Safer Affordable Fuel-Efficient Vehicles Rule

On September 27, 2019, the USEPA and the National Highway Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, revoking California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California. On June 29, 2020, Part Two of the SAFE Vehicles Rule became effective, revising Corporate Average Fuel Economy and CO₂ emissions standards for model years 2021-2026 passenger cars and trucks such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the 2012 standards which required an approximately five percent annual increase (National Highway Traffic Safety Administration 2021).

Energy Star Program

Energy Star is a voluntary labeling program introduced by USEPA to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, the USEPA joined with the Energy Department to expand the program, which now also includes certifying commercial and industrial buildings as well as homes (USEPA 2021).

Construction Equipment Fuel Efficiency Standard

The USEPA sets emission standards for construction equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

a. State

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires the California Air Resources Board (CARB) to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley, I regulated model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions (CARB 2022). However, on September 19, 2019, the USEPA withdrew California's Clean Air Act preemption waiver and issued the One National Program Rule, which prohibits states from establishing their own separate fuel economy standards or passing laws that substantially affect fuel economy standards. As a result, California may no longer promulgate and enforce its tailpipe GHG emission standard and zero emission vehicle mandate (USEPA 2019).

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), the CEC and the CARB prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand (CEC 2003).

Energy Action Plan

In 2003, the CEC and California Public Utilities Commission set forth their energy policy vision in the Energy Action Plan. The CEC adopted an update to the Energy Action Plan in February 2008 (EAP II)

that supplements the earlier Energy Action Plan and examines the state's ongoing actions in the context of global climate change. The nine major action areas in the Energy Action Plan include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change (California Public Utilities Commission 2008).

Bioenergy Action Plan (Executive Order S-06-06)

Executive Order (EO) S-06-06 establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following in-state production targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources:

- Produce 20 percent of biofuels used in California by 2010,
- Produce 40 percent of biofuels used in California by 2020, and
- Produce 75 percent of biofuels used in California by 2050.

EO S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies potential barriers and recommends actions to address them so the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the state
- Reduce fire danger, improve air and water quality, and reduce waste

Assembly Bill 1007: State Alternative Fuels Plan

In response to AB 1007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with other federal, state, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality (CEC 2007).

Senate Bill 350

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

2017 Climate Change Scoping Plan

On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the State's 2030 GHG emissions reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation. The 2017 Scoping Plan includes a wide variety of goals related to energy efficiency and renewable energy that are intended to help meet the State's 2030 target (CARB 2017).

California Renewable Portfolio Standard and Senate Bill 100

Approved by former Governor Brown on September 10, 2018, SB 100 accelerates the state's Renewable Portfolio Standard program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

California Energy Efficiency Action Plan

The CEC is responsible for preparing the California Energy Efficiency Action Plan, which covers issues, opportunities, and savings estimates related to energy efficiency in California's building, industrial, and agricultural sectors. The 2019 California Energy Efficiency Action Plan focuses on three goals:

1. Doubling energy efficiency savings by 2030 (SB 350)
2. Removing and reducing barriers to energy efficiency in low-income and disadvantaged communities
3. Reducing GHG emissions from the building sector

The plan offers several recommendations to advance these goals, including expanding funding sources for energy efficiency programs beyond ratepayer portfolios, improving energy efficiency data, integrating energy efficiency into long-term utility planning, enhancing the energy efficiency workforce, improving demand flexibility, and expanding building decarbonization (CEC 2019).

California Building Energy Efficiency Standards – California Code of Regulations, Title 24, Part 6

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. The 2019 Building Energy Efficiency Standards (California Energy Code), adopted on May 9, 2018, became effective on January 1, 2020. The 2019 Standards move toward cutting nonrenewable energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: (1) smart residential photovoltaic systems; (2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); (3) residential and nonresidential ventilation requirements; and (4) nonresidential lighting requirements (CEC 2018). Ordinance 19-988 of the Montclair Municipal Code incorporates the 2019 edition of the California Energy Code by reference (City of Montclair 2019).

California Green Building Standards Code – California Code of Regulations Title 24, Part 11

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2019 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The 2019 mandatory standards require:

- Inspections of energy systems to ensure optimal working efficiency
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family, duplex dwellings, and nonresidential developments
- Designation of at least ten percent of parking spaces for multi-family residential developments and six percent for nonresidential developments as electric vehicle charging spaces capable of supporting future electric vehicle supply equipment

The Tier I and Tier II voluntary standards require stricter energy efficiency requirements and cool/solar reflective roofs. Ordinance 19-998 of the Montclair Municipal Code incorporates the 2019 CALGreen by reference (City of Montclair 2019).

Advanced Clean Trucks Regulation

On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation, which requires truck manufacturers (any manufacturer that certifies vehicles over 8,500 pounds gross vehicle weight rating) with sales in California to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, all new trucks sold in California must be zero-emission.

a. Local

Montclair General Plans

Montclair's current 1999 General Plan includes policies and actions to decrease the environmental impact and unnecessary consumption of energy resources, but they would be superseded by policies and actions serving the same purpose in the Plan, which are discussed in Section 4.6.3, *Impact Analysis* of this chapter of the EIR.

Montclair Municipal Code

Montclair's Municipal Code Chapter 10.30, California Building Code (CBC), adopts the California Green Building Standards Code, 2019 edition, as published in Part 11 of Title 24 of the California Code of Regulations, and described above.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Public Resources Code Section 21100(b)(3) states that an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” The physical environmental impacts associated with the use of energy, including the generation of electricity and burning of fuels, have been accounted for in Chapter 4.3, *Air Quality*, and Chapter 4.8, *Greenhouse Gas Emissions/Climate Change*.

Energy consumption is categorized herein in terms of “direct” and “indirect” energy. Direct energy accounts for energy consumed during operation of the transportation system and land use scenario envisioned under the Plan, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power. Indirect energy is the energy needed for construction and maintenance of the transportation system and land use scenario facilitated by the Plan. The analysis of direct energy involves the quantification of anticipated transportation fuel, natural gas, and electricity consumption under the Plan and a qualitative discussion of the efficiency, necessity, and wastefulness of the energy consumption. Analysis of indirect energy involves a qualitative discussion of construction and maintenance energy requirements of anticipated development carried out under the Plan.

Development carried out under the Plan would generate direct energy consumption from transportation fuel from the anticipated growth of residential, commercial, and industrial land uses. Currently, there is not sufficient detail regarding the new development under the Plan; therefore, growth assumptions for direct energy impacts have been used to estimate energy usage for development expected to be carried out under the Plan.

For 2040 natural gas and electricity consumption for development expected to be carried out under the Plan, consumption factors were drawn from the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The CalEEMod data is provided as Appendix C. Transportation fuel, natural gas, and electricity per capita consumption in 2040 is presented in comparison to 2018 per capita consumption for informational purposes.

Significance Thresholds

Appendix G of the CEQA Guidelines considers a project to have a significant impact on energy resources if the project would:

- Result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

a. Project and Cumulative Impacts

Threshold 1: Would the Plan result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact E-1 NEITHER CONSTRUCTION NOR OPERATION OF REASONABLY FORESEEABLE DEVELOPMENT UNDER THE PLAN WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Reasonably foreseeable development under the Plan would use nonrenewable and renewable resources for construction and operation, as discussed below.

Construction Energy Demand

Reasonably foreseeable development under the Plan is anticipated to require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on construction sites, construction worker travel to and from construction sites, and vehicles used to deliver materials to construction sites.

Energy use during construction would be temporary in nature and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 CALGreen, development under the Plan would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct reasonably foreseeable development under the Plan. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Overall, construction for development under the Plan would be temporary and typical of that associated with development throughout the region. Therefore, reasonably foreseeable development under the Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Operation of reasonably foreseeable development under the Plan would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, and appliances, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees.

All new development in Montclair would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations

Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

The Plan includes these policies and actions to decrease the environmental impact and unnecessary consumption of energy resources:

- P1.5** Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.
- A1.3** Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development
- A1.5a** Develop incentives and adopt regulatory standards to reduce transportation emissions
- A1.5b** Support new development that meets or exceeds standards for energy-efficient building design and site planning.
- A1.5c** Promote use of alternate modes of transportation in the City of Montclair, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.
- A1.5d** Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.
- A1.5e** Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.
- A1.5f** Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques.
- A3.2a** Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.
- A3.4a** Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets.
- A3.4b** Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.
- A3.5** Develop and adopt a Form-Based Code, for the Montclair Mall area and Arrow Highway Mixed Use District that emphasizes pedestrian orientation, integration of, land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.
- A4.4a** Evaluate potential mobility impacts associated with proposed new developments and require the implementation of appropriate mitigation measures

Furthermore, the Plan's proposed land use changes would increase housing density and encourage mixed-use development in close proximity to existing commercial uses and existing transit stops, which would facilitate the use of transit and alternative transportation modes such as walking and biking. As discussed in Chapter 4.17, *Transportation*, the City's daily VMT associated with reasonably foreseeable development under the Plan would be approximately 22.7 VMT per capita in 2040, which would be a decrease from the City's 2021 VMT of 32.7 VMT per capita. The Plan includes various policies, including Action 3.2a, 3.4a, 3.4b, 3.5, and 4.4a, which would help improve circulation techniques by promoting re-use, infill, and mixed-use development, and promote reductions in VMT. Therefore, Plan implementation would not result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. Therefore, Plan implementation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

Mitigation Measures

The General Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy. Mitigation measures are not required.

Threshold 2: Would the Plan conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact E-2 THE PLAN WOULD BE CONSISTENT WITH THE ENERGY EFFICIENCY AND RENEWABLE ENERGY POLICIES OF THE CITY'S PROPOSED CLIMATE ACTION PLAN. THERE WOULD BE NO IMPACT

The Plan includes a Climate Action Plan (CAP) update for the City that incorporates forecasts and measures to implement a reduction in carbon emissions and increase renewable energy and efficiency. The Plan would be consistent with the measures outlined in the CAP. The CAP would be consistent with all state plans, therefore the Plan would not conflict with any state plan. There are no other adopted energy conservation plans applicable to the City or Plan. Therefore, the Plan would result in no impact related to an inconsistency with adopted energy conservation plans.

Additionally, the Plan includes implementation of proposed policies to reduce energy use and increase energy efficiency throughout the City, including the following:

- A1.1a Develop a trail along the San Antonio Creek Channel.
- A.1e Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.
- A1.3a Achieve the community's short-term goal to reduce community-based GHG emissions by 40 percent below 2017 baseline levels by 2030.
- A1.3b Strive to achieve the community's long-term goal to reduce community-based GHG emissions by 80 percent by 2050.
- A1.3c Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.
- A1.4a Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies.

- A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions.
- A1.5b Promote use of alternate modes of transportation in the City of Montclair, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.
- A1.5c Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.
- A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.
- A1.5e Require and incentivize projects to incorporate Transportation Demand Management (TDM) Techniques.
- A3.14a Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible.
- A3.14b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading.
- A4.20e Support the transition to electric vehicles by installing EV charging stations, deploying EV buses, etc.
- A4.20d Conduct pilot programs for bike-share, scooter-share, and microtransit as feasible and appropriate.

The above policies would improve the efficient use of energy by prioritizing alternative modes of transportation, the use of alternative fuel vehicles, recycling and reduction of generated solid waste, and use of efficient machinery and technology. Compliance with regulations and implementation of proposed policies would minimize potential conflicts with adopted energy conservation plans. Therefore, the General Plan would result in no impact related to an inconsistency with adopted energy conservation plans.

Mitigation Measures

The General Plan would not conflict with applicable plans, policies, or regulations for renewable energy or energy efficiency. Mitigation measures are not required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. The impacts discussed in this chapter of the EIR are cumulative in nature. This chapter of the EIR compares energy use at regional, state, and national levels. All state and federal regulations that apply to the Plan will also apply to all other development outside the Plan Area. Local regulations similar to the Plan and its policies would apply to development outside the Plan Area. For all these reasons, the impacts discussed in this section are cumulative in nature and therefore the policies contained in the Plan would reduce cumulative energy impacts to a less than significant level.

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4.7 Geology and Soils

This section of the EIR analyzes the potential physical environmental effects of Plan implementation related to seismic hazards, underlying soil characteristics, slope stability, erosion, and paleontological resources. Data used to prepare this section was obtained from the existing City of Montclair General Plan (Montclair 1999), the California Department of Conservation (DOC), the California Geological Survey (CGS), and other sources.

4.7.1 Environmental Setting

a. Regional Topography

Montclair is in the most western portion of San Bernardino County, bordering Los Angeles County. The City is seven miles from the base of the San Bernardino Mountains on an alluvial plain that gradually slopes downward from these mountains from north to south, as shown in Figure 4.7-1. The City's mean elevation is 1,063 feet above sea level.

b. Regional Geologic Setting

Montclair is in the northern part of the Peninsular Ranges geomorphic province of California. The Peninsular Ranges are a series of ranges separated by northwest trending valleys, subparallel to faults branching from the San Andreas Fault. The trend of topography is similar to the Coast Ranges (northwest trend), but the geology is more like the Sierra Nevada, with granitic rock intruding the older metamorphic rocks. The Peninsular Ranges extend into southern California and are bordered on the east by the Colorado Desert. This province includes the Los Angeles Basin and the island group (Santa Catalina, Santa Barbara, and the distinctly terraced San Clemente and San Nicolas islands), together with the surrounding continental shelf (cut by deep submarine fault troughs) (CGS 2002).

c. Local Soil Types

As shown in Figure 4.7-2, there are several soil types in the Plan Area. Most of the Plan Area is underlain by TvC and TuB, which include Tujunga loam sand and gravelly loam sand. Other soils include 1002L-A and 1003L-A that are urban gravelly complex, GP quarries and pit soils, SoC and SpC Soboba gravelly and stony loamy sand, and HbA Hanford sandy loam.

Figure 4.7-1 Topographic Map of Montclair

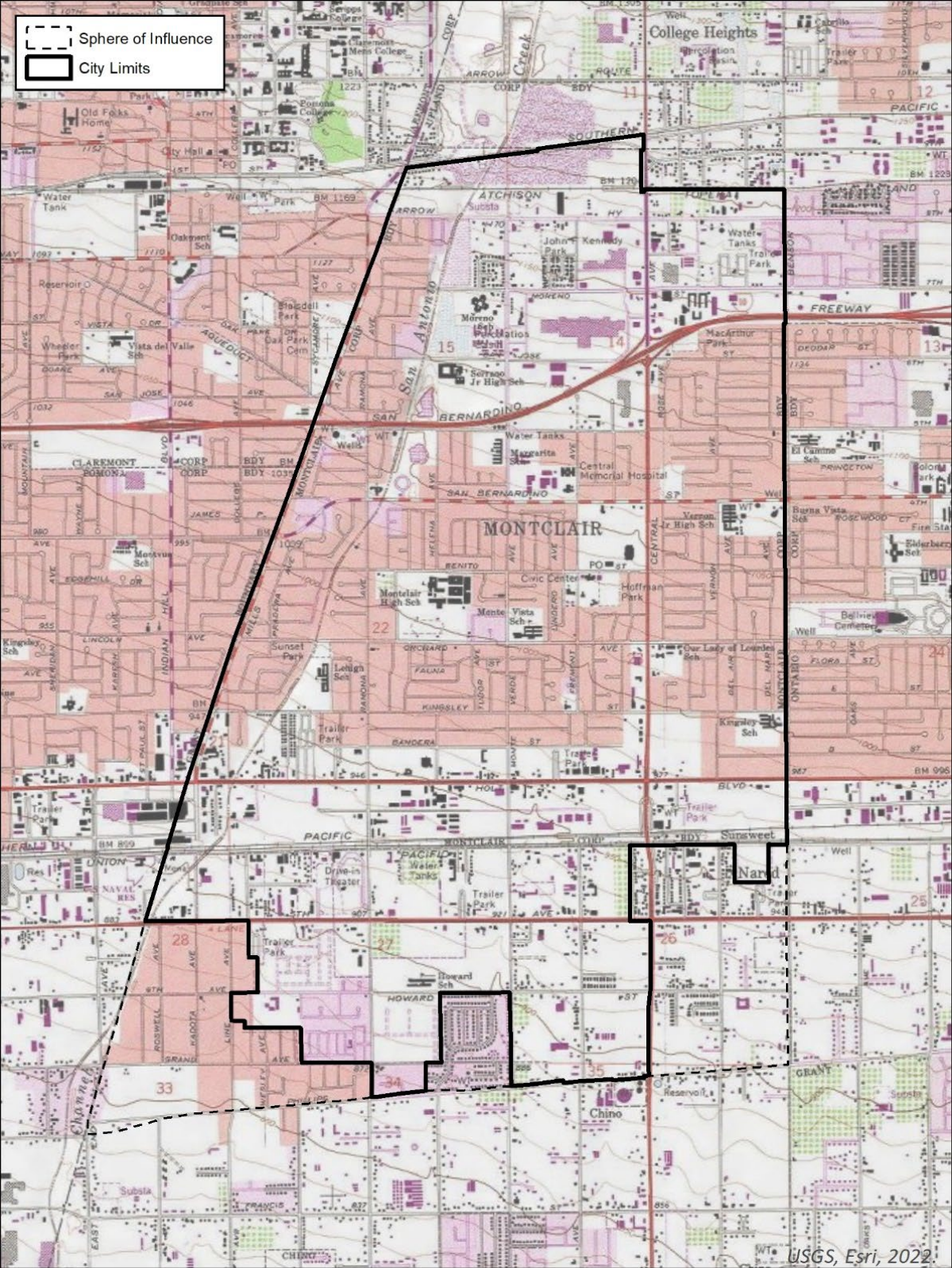
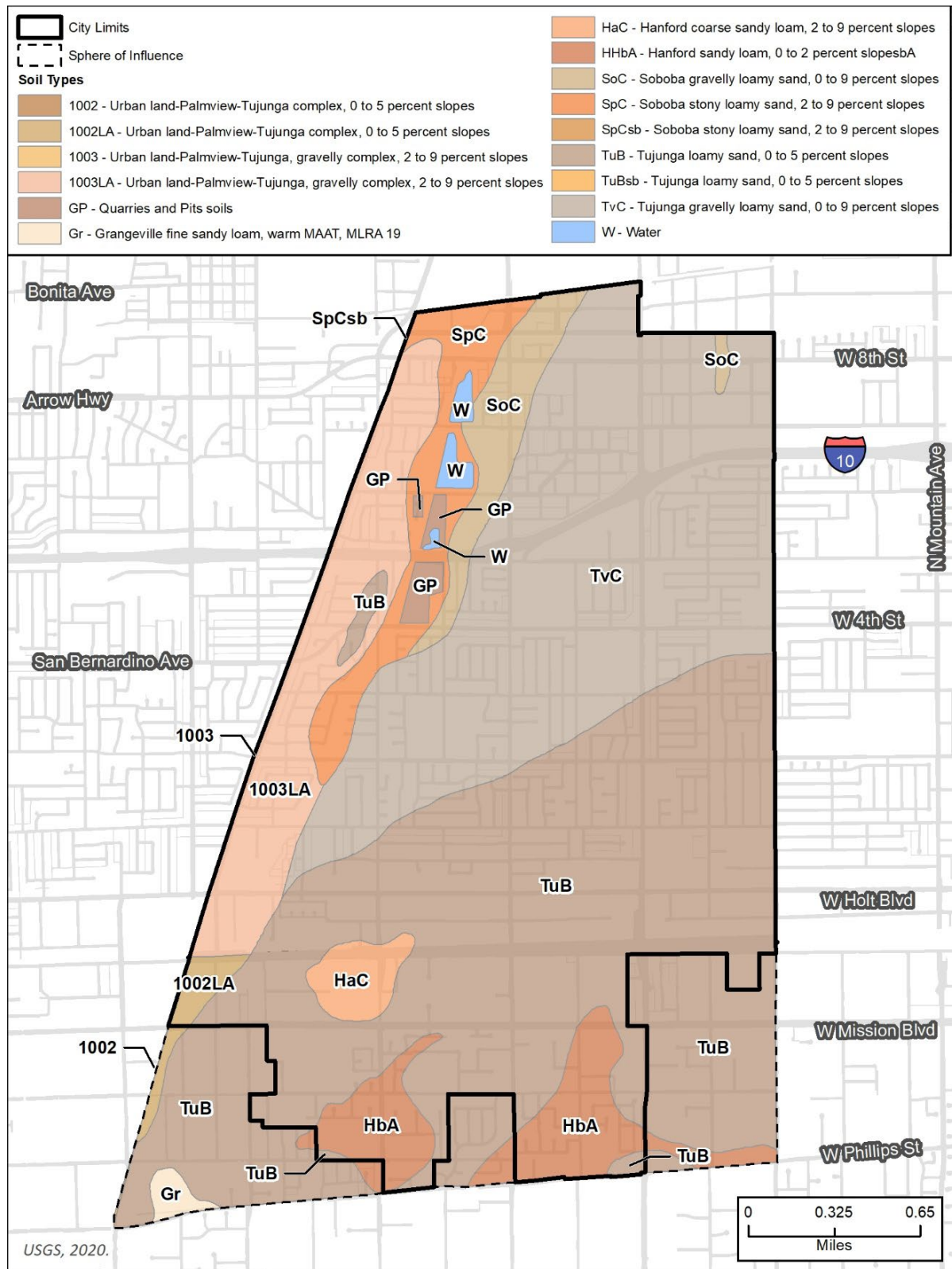


Figure 4.7-2 Soil Types in Montclair



d. Seismic Setting

The U.S. Geological Survey defines active faults as those that have had surface displacement in Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are ones that have had surface displacement during the last 1.6 million years. Inactive faults have not had surface displacement in the last 1.6 million years.

Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is limited to areas very near the fault, while ground shaking can affect a wider area. The locations of some of the faults closest to Montclair are shown in Figure 4.7-3. While Montclair is near several active faults, no active faults are known or suspected to traverse the Plan Area and the Plan Area is not in a special seismic zone established by the Alquist-Priolo Special Studies Zones Act of 1972. Seismic activity from nearby faults, including those that together form the San Jose Fault, Red Hill Etiwanda Ave Fault, Central Avenue Fault, Indian Hills Fault, and Sierra Madre Fault, could cause substantial damage from ground shaking in the event of a major earthquake, but little or no damage is expected from surface rupture due to the absence of faults within the Plan Area or from liquefaction because there are no areas prone to liquefaction in the Plan Area.

Several major faults within the larger southern California region, including the San Andreas Fault, have the potential for causing substantial damage in the event of a major earthquake. The San Andreas Fault, which is expected to be the source of major earthquake with a Richter magnitude exceeding 8.0 within the next 30 years, is located approximately 18 miles from the Plan Area.

Figure 4.7-4 depicts landslide hazard zones in Montclair and Figure 4.7-5 depicts liquefaction seismic hazard zones near Montclair (there are none in the Plan Area), as delineated by the California Department of Conservation.

e. Seismic and Soil-Related Hazards

As described above, faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and tsunamis. Tsunamis and seiches are associated with ocean surges and inland water bodies, respectively. Neither of these hazards would affect the Plan Area because of the distance between the Plan Area and such bodies of water and because the City has a mean elevation of 1,063 feet above sea level. Soil related hazards include expansive soils, subsidence, settlement, liquefaction, and landslides. These types of hazards and the parts of the Plan Area most susceptible to them are shown on the following four figures and discussed on the pages following those figures.

Figure 4.7-3 Fault Map of Montclair

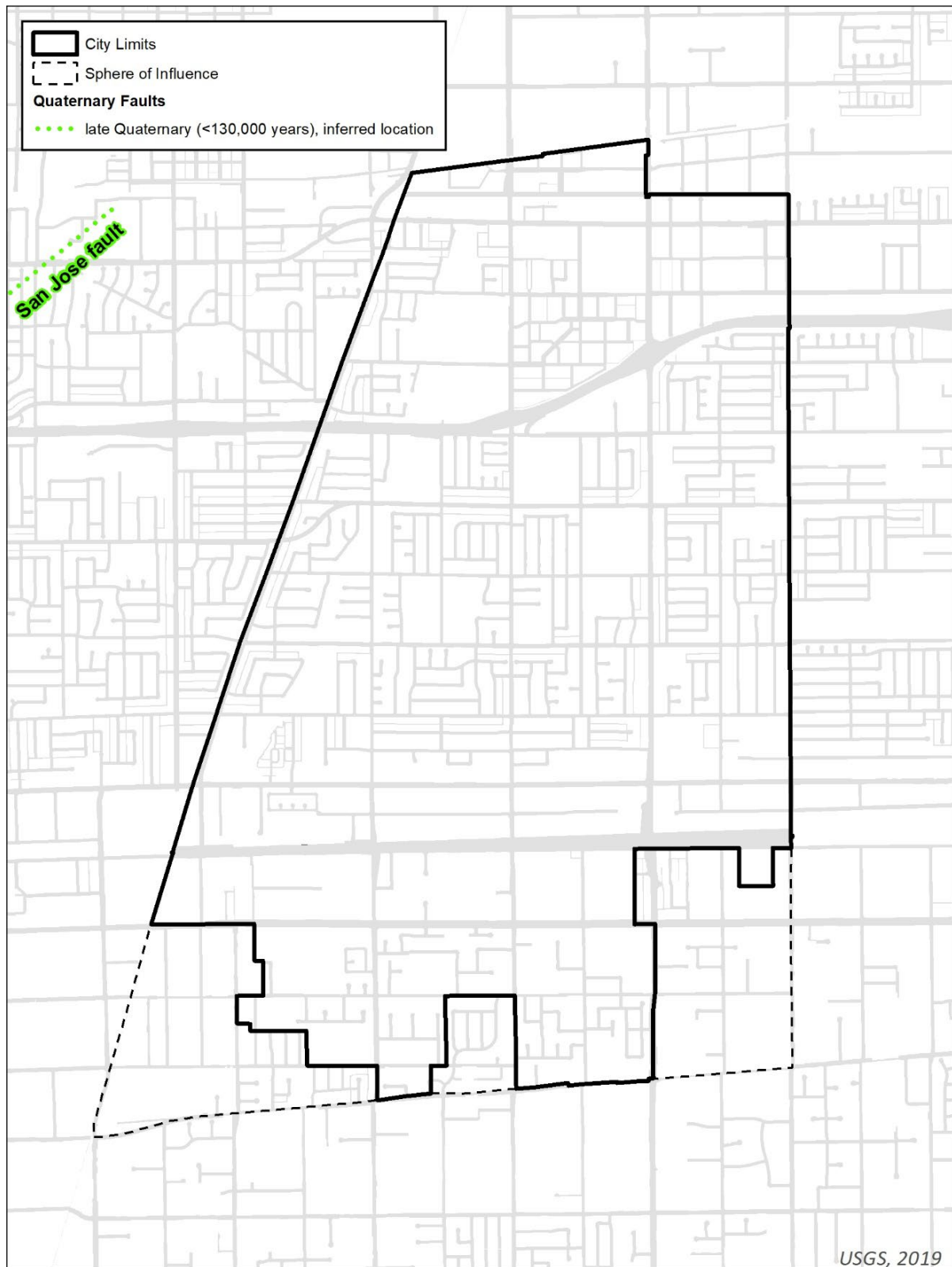


Figure 4.7-4 Landslide Hazard Zones of Montclair

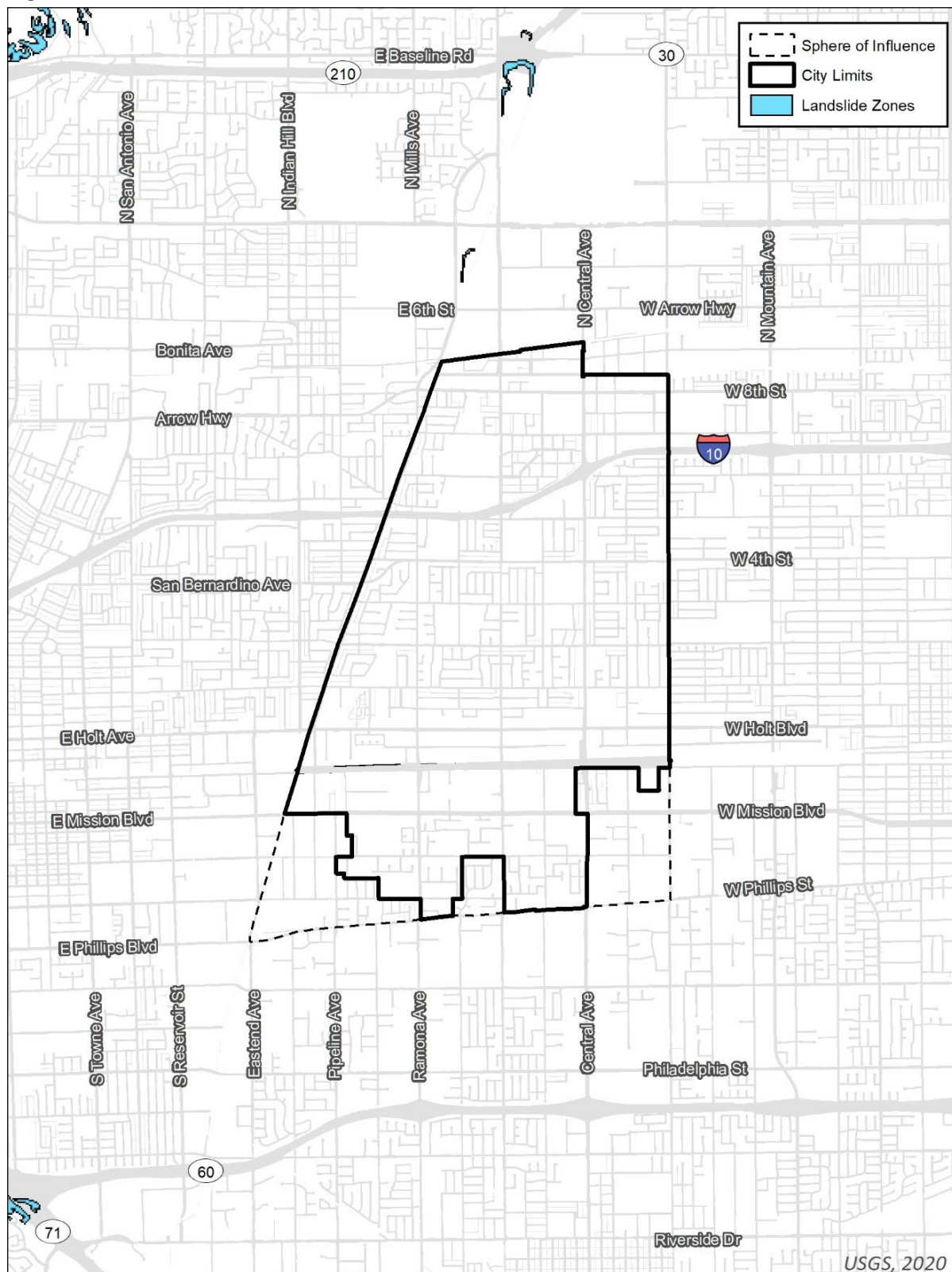


Figure 4.7-5 Liquefaction Hazard Zones of Montclair

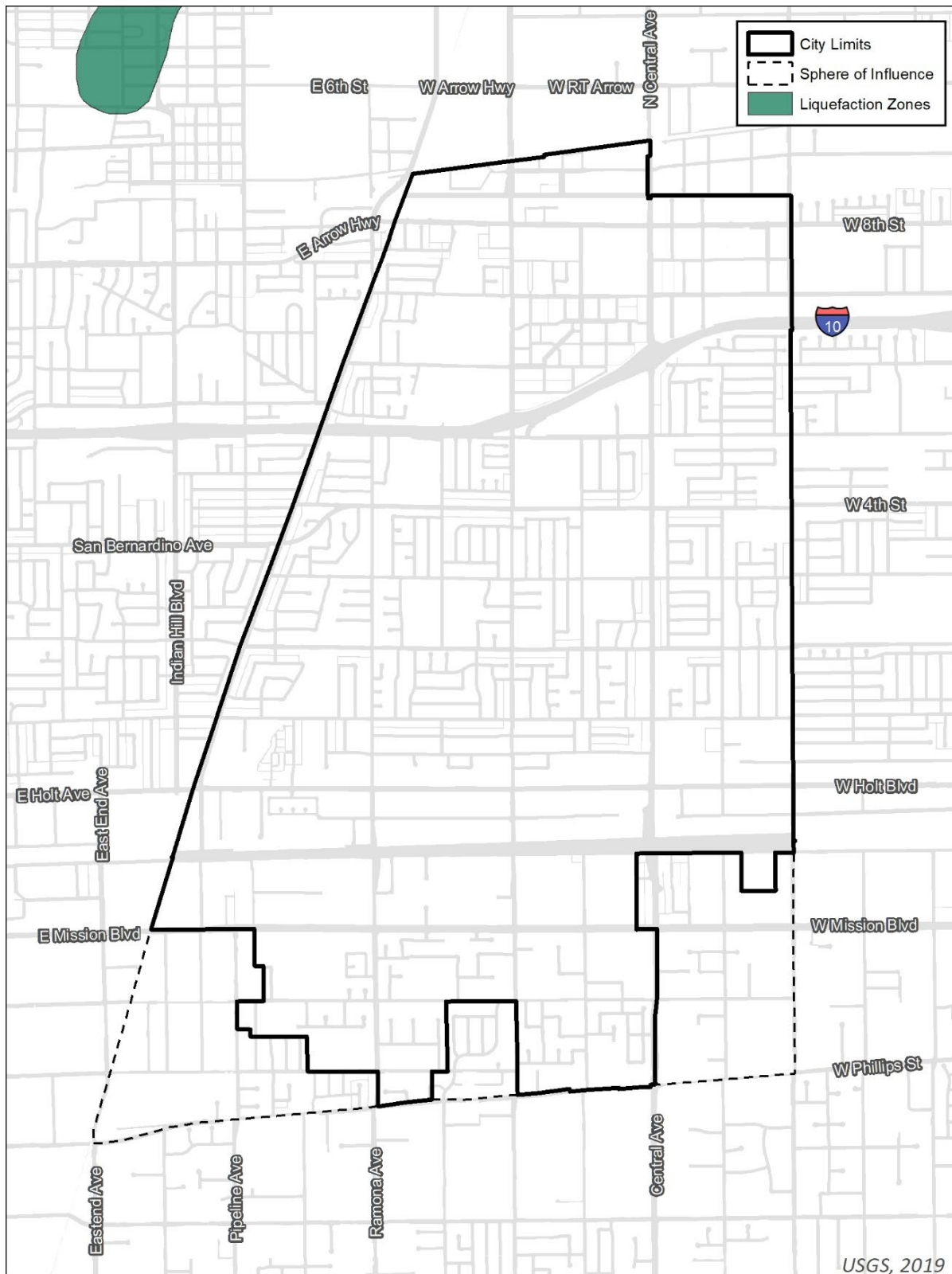
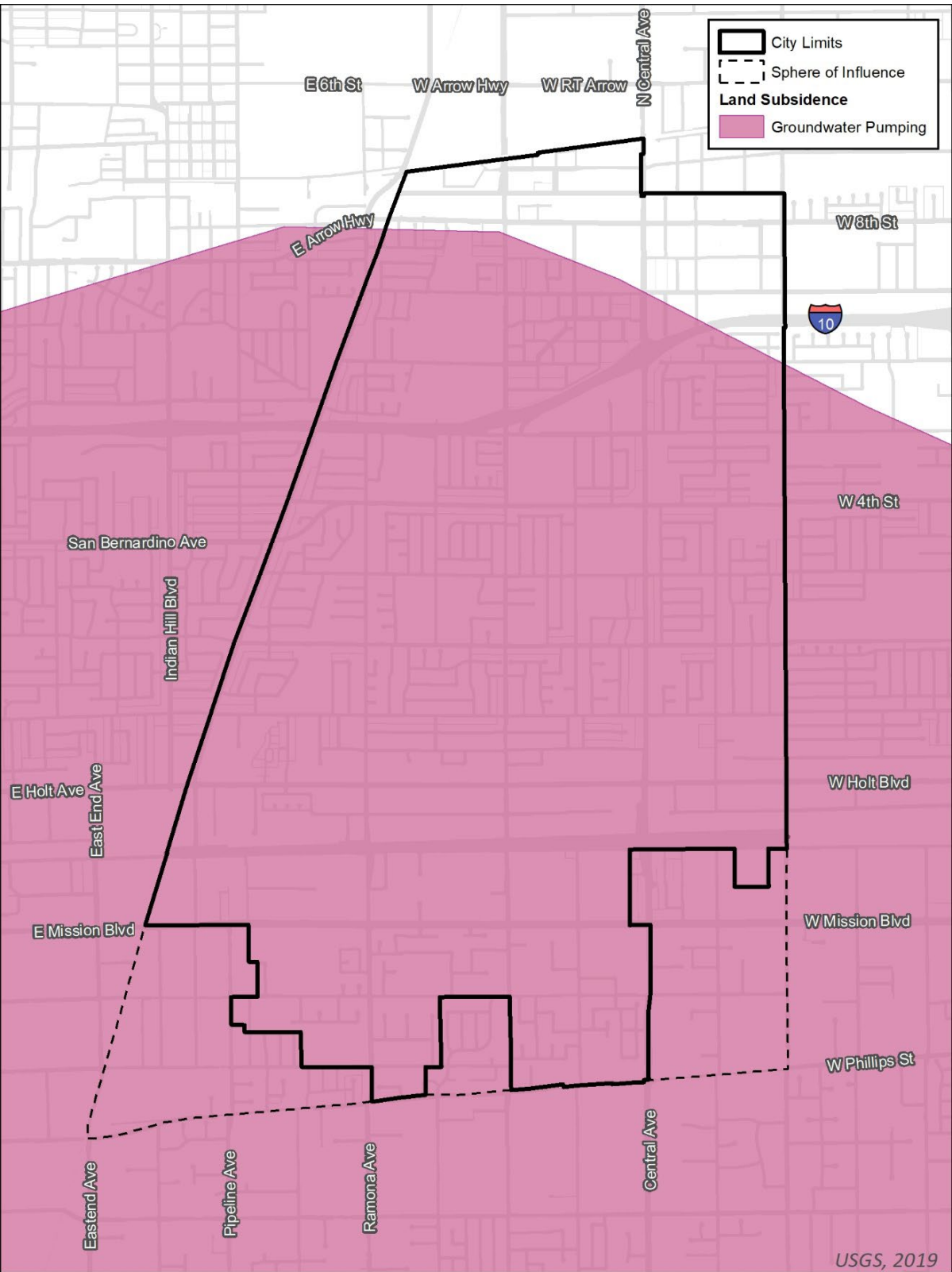


Figure 4.7-6 Areas of Land Subsidence in Montclair



Seismically Induced Ground-Shaking

Seismic ground-shaking could be experienced in Montclair due to seismic activity along faults in southern California, depending upon the location of the earthquake epicenter and the character and duration of the seismic event. Specific effects of a seismic event on the Plan Area would depend upon characteristics of the underlying soil and rock, as well as the building materials and techniques used in construction.

Liquefaction

Liquefaction is defined as the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from seismic ground shaking. Liquefaction potential is dependent on such factors as soil type, depth to ground water, degree of seismic shaking, and the relative density of the soil. During ground shaking, the alluvial grains are packed into a tighter configuration. Pore water is squeezed from between the grains, increasing the pore pressure. As the pore pressure increases, the load bearing strength of the material decreases. When liquefaction of the soil occurs, buildings and other objects on the ground surface may tilt or sink, and lightweight buried structures (such as pipelines) may float toward the ground surface. Liquefied soil may be unable to support its own weight or that of structures that could result in loss of foundation bearing or differential settlement. As a result, structures built on this material can sink into the alluvium, buried structures may rise to the surface or materials on sloped surfaces may run downhill. Liquefaction may also result in cracks in the ground surface followed by the emergence of a sand-water mixture. Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength. Liquefaction hazard areas near Montclair (there are none in the Plan Area) are depicted in Figure 4.7-5.

Lateral Spreading

Lateral spreading, which is closely related to liquefaction, occurs when a subsurface layer liquefies and gravitational and inertial forces cause the layer, and the overlying non-liquefied material, to move in a downslope direction. The potential for lateral spreading is highest in areas underlain by soft, saturated materials, especially where bordered by sloping banks or inclined planes to an adjacent open face bank or slope.

Lurching

Ground-lurching is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of seismic activity, forming irregular ground surface cracks. Like lateral spreading, the potential for lurching is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground.

Tsunamis

Tsunamis occur when large areas of the submerged continental shelf or slope are rapidly displaced vertically. Montclair is located approximately 33 miles northeast from the Pacific Ocean at a mean elevation of 1,066 feet above sea level. Consequently, there is no potential for tsunami damage in the Plan Area.

Dam Inundation

Montclair is 6.3 miles downstream of the San Antonio Dam. In the unlikely event of the failure of this dam, a large release of water may occur, and the northern region of the City could be inundated. This would most likely be caused by a large influx in rains causing flooding of the San Antonio Dam in combination with many other factors such as technological failures and erosion.

Seiche

Seiches are earthquake-generated waves in enclosed or restricted bodies of water. Because no sizable lakes or reservoirs are present in the Plan Area, no seiche hazards exist in the Plan Area.

Expansive Soils

During periods of water saturation, soils with high clay content tend to expand. Conversely, during dry periods, these soils tend to shrink. The amount of volume change depends upon the soil swell potential (amount of expansive clay in the soil), availability of water to the soil, and soil confining pressure. Swelling occurs when the soils containing clay become wet due to excessive water from poor surface drainage, over irrigation of lawns and planters, and sprinkler or plumbing leaks. These volume changes with moisture content can cause cracking of structures built on expansive soils. In addition, swelling clay soils can cause distress to lightly loaded structures, walks, drains, and patio slabs. As shown in Figure 4.7-2, there are several soil types in the Plan Area. Most of the Plan Area is underlain by TvC and TuB, which include Tujunga loam sand and gravelly loam sand. Other soils include 1002L-A and 1003L-A, which are urban gravelly complex; GP quarries and pit soils; SoC and SpC Soboba gravelly and stony loamy sand; and HbA Hanford sandy loam. While expansive soils could potentially be encountered throughout Montclair, these predominantly sandy and gravelly soils do not tend to have the high clay content that would create highly expansive soils.

Subsidence

Subsidence is the lowering of ground surface. It often occurs because of withdrawal of fluids (such as water and oil), and gas, from the subsurface. When these materials are removed from the subsurface, the overburden weight, which they had previously helped support through buoyant forces, is transferred to the soil structure. Subsidence typically occurs over a long period of time and results in a number of structural impacts. Facilities most affected by subsidence are long, surface infrastructure facilities such as canals, sewers, and pipelines.

The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence or settlement of the alluvial soils. The factors that influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total thickness of fine-grained beds; and compressibility of the fine-grained layers. According to the United State Geographical Survey a large portion of the Plan Area is subject to land subsidence due to groundwater pumping (USGS 2019). Land Subsidence areas in the Plan Area are depicted on Figure 4.7-4

Slope Stability and Landslides

Landslides result when the driving forces that act on a slope (such as the weight of the slope material, and the weight of objects placed on it) are greater than the slope's natural resisting forces (i.e., the shear strength of the slope material). Slope instability may result from natural processes, such as the erosion of the toe of a slope by a stream, from ground shaking caused by an earthquake,

or from artificial modification such as grading or addition of water or structures to a slope. Development on a slope can substantially increase the frequency and extent of potential slope stability hazards. Steep, unstable slopes in weak soil/bedrock units that have a record of previous slope failure typically characterize areas susceptible to landslides. Numerous factors affect the stability of the slope, including slope height and steepness, type of materials, material strength, structural geologic relationships, ground water level, and level of seismic shaking. Potential landslide hazard areas in the Plan Area are depicted on Figure 4.7-4. Landslide hazard areas are not identified in Montclair.

Erosive Soils

Soil erosion is the removal of soil by water and wind. The rate of erosion is estimated from four soil properties: texture, organic matter content, soil structure, and permeability. Other factors that influence erosion potential include the amount of rainfall and wind, the length and steepness of the slope, and the amount and type of vegetative cover. The topographical terrain of the Plan Area does not feature hillside terrain, so steep slopes are not a concern in the Plan Area, but the potential for soil erosion is analyzed in Impact GEO-2 of this Chapter.

f. Paleontological Resources

Paleontology is a science dealing with the life of past geological periods as known from fossil remains. While neither the City's currently adopted General Plan, nor the proposed General Plan (the Plan), identify any paleontological resources in the Plan Area, sub-surface paleontological resources have been found throughout southern California, and therefore such resources may also potentially exist in Montclair.

4.7.2 Regulatory Framework

a. State

California Building Code

The California Building Code (CBC) is contained in the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which by law is responsible for coordinating all building standards. The CBC incorporates by reference the federal Uniform Building Code with necessary California amendments. The CBC is the regulatory tool that includes building code standards to address geologic and seismic hazards. Approximately one-third of the text in the CBC has been tailored for California earthquake conditions. Parts of the Plan Area are in unincorporated areas of San Bernardino County where the San Bernardino County Building Code, which is based on the California Building Codes, would apply. The City of Montclair, along with all of southern California, is in Seismic Zone 4, the area of greatest seismic risk subject to the strictest building standards.

Alquist Priolo Special Studies Zones Act

The Alquist-Priolo Special Studies Zones Act of 1972 was signed into law in 1972 and renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994. The primary purpose of this act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the extent of an active fault. The Alquist-Priolo Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." Sufficiently

active faults show evidence of Holocene surface displacement (movement within the past 11,000 years) along one or more of their segments. The boundary of an “Earthquake Fault Zone” is generally about 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults.

Regulations relating to erosion control are described in Chapter 4.10, *Hydrology and Water Quality*.

b. Local

Montclair General Plan, City of Montclair Municipal Code, and Hazard Mitigation Plan

The Montclair General Plan, The City of Montclair Municipal Code, and the City’s Hazard Mitigation plan attempt to safeguard the life, health, property, and public welfare of the people of Montclair. Montclair Municipal Code Chapter 11.54 requires a preliminary geological study of the property and surrounding area for applications for a Hazardous Waste Facility Project. All Hazardous Waste Facilities including the foundation and containment structures must be certified by a California Registered Geotechnical Engineer. The Hazard Mitigation Plan analyzes all potential hazards including geological and environmental hazards and mitigation procedures to help protect those who reside in the City. Mitigation includes public outreach, utilizing the City planning team, assessment of hazards, setting goals, and reviewing the mitigation measures. The “Our Safe Community” chapter of the General Plan outlines how to protect those who reside in the City from various hazards, including geologic and soils hazards. Title 9, Chapter 9.24, Article X of the Montclair Municipal Code, which includes erosion control and drainage requirements for construction projects involving grading and excavations (including but not limited to, incorporating inlet structures, downdrains, subdrains, cleanouts, etc.). Parts of the Plan Area are in unincorporated areas of San Bernardino County where the San Bernardino County Building Code, which is based on the California Building Codes, would apply.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to geology and soils would be potentially significant if implementation of the Plan would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a. 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
 - b. Strong seismic ground shaking
 - c. Seismic-related ground failure, including liquefaction
 - d. Landslides;
2. Result in substantial soil erosion or the loss of topsoil;
3. 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;

4. 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;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

b. Project and Cumulative Impacts

Threshold 1.a: Would the Plan directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

Threshold 1.b: Would the Plan directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Threshold 1.c: Would the Plan directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Threshold 1.d: Would the Plan directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact GEO-1 FUTURE SEISMIC EVENTS COULD PRODUCE GROUND SHAKING IN THE PLAN AREA THAT COULD DAMAGE STRUCTURES AND/OR CREATE ADVERSE HEALTH AND SAFETY EFFECTS. HOWEVER, WITH IMPLEMENTATION OF PLAN POLICIES AND REQUIRED BUILDING CODES, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan would, as described in Chapter 2, *Project Description* and throughout the impact analysis chapters of this EIR, involve land use changes (including increased allowable development density in some areas) that could increase the amount of future development in some parts of the Plan Area compared to existing conditions and conditions expected without adoption of the Plan. This additional development could be exposed to seismic hazards as described below.

Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is generally limited to areas very near the fault, while ground shaking can affect a wide area. Groundshaking is typically reduced to the ground motion components wave velocity and acceleration. The velocity, acceleration, and predominant period of groundshaking at a given site are dependent upon the distance to the fault, the magnitude of the earthquake, and the fracture mechanics of the earthquake. Groundshaking also depends on the nature of the bedrock, alluvium, and soil through which shock waves must travel. Generally, shock waves attenuate with distance from the focus of the earthquake.

No known faults are directly located in the Plan Area based on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Because the entire southern California region is susceptible to strong ground shaking from severe earthquakes, development carried out under the Plan (and the people inhabiting or otherwise using it) could be exposed to strong seismic ground shaking. However,

projects carried out under the Plan would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks. Future projects would be required to comply with the seismic safety requirements in the latest California Building Code (CBC) and the Montclair Municipal Code. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Furthermore, future projects would not increase ground shaking hazards at adjacent properties. Therefore, impacts related to strong seismic ground shaking would be less than significant.

While the Plan Area would be subject to strong ground shaking in the event of an earthquake at one of the faults discussed in Section 4.7.1.d, it would not be subject to unusual levels of ground shaking compared to the rest of the region. According to the California Geologic Survey (GCS), the Plan Area does not contain Alquist-Priolo Fault Zones and the northern border of the plan area is approximately 4.1 miles south of the nearest Alquist-Priolo Fault Zones (CGS 2019). Therefore, the Plan Area is not at risk for fault rupture. Furthermore, there are no mapped liquefaction or landslide zones in the Plan Area that would affect development carried out under the Plan, nor is the Plan Area in the vicinity of liquefaction zones or downslope of mapped landslide zones (CGS 2019).

The Our Safe Community chapter of the Plan includes the following policies and actions intended to minimize the risks associated with seismic related hazards:

P6.4 Maintain a current Emergency Operations Plan.

A6.4 Regularly review and update the City's safety plan every five years.

P6.5 Minimize damage and maximize resilience from emergencies.

A6.5a Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste.

A6.5b Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts.

A6.5c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.

A6.5d Improve public awareness of best practices for and participation in household hazardous waste management and disposal.

A6.5e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

With implementation of the Plan policies and required compliance with building codes discussed above, the Plan's potential impacts related to fault rupture or seismic ground shaking (including ground failure such as landslides and liquefaction) would be less than significant.

Mitigation Measures

No mitigation is required.

Threshold 2: Would the Plan result in substantial soil erosion or the loss of topsoil?

Impact GEO-2 PLAN IMPLEMENTATION COULD RESULT IN SOIL EROSION DURING CONSTRUCTION OF DEVELOPMENT CARRIED OUT UNDER THE PLAN; HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

Montclair is on a gently and evenly sloping alluvial plain, with no significant hillside areas or slopes. The Plan Area is therefore not prone to substantial soil erosion or loss of topsoil from exposed soils on steep slopes. Still, ground-disturbing activities associated with the construction of projects carried out under the General Plan may result in the disturbance or removal of some topsoil. For future construction projects, standard construction best management practices would be implemented to avoid or minimize soil erosion associated with ground-disturbing activities. The City of Montclair follows the California Building Code with San Bernardino County requirements. The City has also established standards for reviewing geologic and geotechnical studies. These standards include specific guidelines for the process and analysis to be performed for each site by the geology and geotechnical consultant. All geotechnical reports are reviewed to ensure that the policies and standards of the geology and geotechnical guidelines, as well as customary industry practices, have been met. The review process also ensures that the geotechnical report and associated plans provide suitable project-specific measures, consistent with Plan policies and applicable codes, to reduce potential impacts associated with erosion or loss of topsoil to acceptable levels.

The potential for soil erosion or loss of topsoil from stormwater runoff from construction of future projects would be minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. NPDES requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which includes best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff¹. In addition, future projects would be required to comply with grading requirements established in Title 9, Chapter 9.24, Article X of the Montclair Municipal Code, which includes erosion control and drainage requirements for construction projects involving grading and excavations (including but not limited to, incorporating inlet structures, downdrains, subdrains, cleanouts, etc.).

The City will continue to ensure that these standards and practices are followed, potential impacts of future projects related to erosion or loss of topsoil are analyzed, and appropriate recommendations and remedial measures are implemented through the standard development review processes described above and (when applicable) future CEQA review. Compliance with standard conditions and BMPs required through the City's building review process (incorporation of NPDES permitting and South Coast Air Quality Management District (SCAQMD) regulations) would minimize the potential for substantial soil erosion or loss of topsoil. These impacts would therefore be less than significant.

Mitigation Measures

Mitigation beyond already-required compliance with applicable Plan policies and provisions of the applicable building codes is not required.

¹ The NPDES and SWPPP processes are more fully described in Chapter 4.10, *Hydrology and Water Quality* of this EIR

Threshold 3: Would the Plan 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?

Impact GEO-3 FUTURE SEISMIC EVENTS ARE UNLIKELY TO RESULT IN LIQUEFACTION AND LATERAL SPREADING OF SOILS IN THE PLAN AREA, BUT DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY BE AT RISK OF SUBSIDENCE AND GROUND COLLAPSE. THIS IMPACT IS POTENTIALLY SIGNIFICANT BUT WOULD BE REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL WITH MITIGATION AS WELL AS REQUIRED ADHERENCE TO APPLICABLE BUILDING CODES.

As discussed throughout this chapter of the EIR, soils underlying the Plan Area are not subject to liquefaction or landslides (CGS 2019). However, as shown in Figure 4.7-6, a large portion of the Plan Area is subject to land subsidence due to groundwater pumping (USGS 2019). Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. Ground collapse and subsidence could impact the safety and durability of new development carried out under the Plan. Implementing the following mitigation measure would mitigate potential impacts related to subsidence.

Mitigation Measures

GEO-1 Geotechnical Investigation

A Certified Engineering Geologist shall complete a geotechnical investigation of the soils and geologic condition of new development project sites located in areas of potential subsidence, as identified by the USGS, to assess the potential for geologic hazards. The investigation shall provide recommendations for appropriate means of mitigating any potential geologic hazards identified, including expansive soils. Project construction shall implement the recommendations contained in the geotechnical investigation, which may include, but not limited to, site preparation, foundation, drainage control, soil corrosion, concrete slabs and flatwork, excavations, grading, and structural design. The geotechnical investigation and the construction plans incorporating its recommendations shall be reviewed and approved by the City of Montclair prior to issuance of construction related permits.

Significance After Mitigation

Less than significant.

Threshold 4: Would the Plan be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact GEO-4 DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY RESULT IN THE CONSTRUCTION OF STRUCTURES ON EXPANSIVE SOILS THAT COULD CREATE A SUBSTANTIAL RISK TO LIFE OR PROPERTY, BUT ALL NEW DEVELOPMENT WOULD BE REQUIRED TO COMPLY WITH THE STANDARDS OF THE CBC, WHICH WOULD ENSURE THAT EXPANSIVE SOILS ARE REMEDIATED OR THAT FOUNDATIONS AND STRUCTURES ARE ENGINEERED TO WITHSTAND THE FORCES OF EXPANSIVE SOIL. COMPLIANCE WITH THESE REQUIREMENTS WOULD REDUCE THIS IMPACT TO A LESS THAN SIGNIFICANT LEVEL.

Expansive soils are generally clayey and swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways, (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines). In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landslides. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or unusually moist conditions. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Expansive soils are also often prone to erosion. Foundations of structures placed on expansive soils may swell during the wet season and shrink during the succeeding dry season, potentially resulting in foundation damage. Most of the Plan Area is located on sandy loam as illustrated in Figure 4.7-2, decreasing chances of substantial risks to life or property.

New development constructed on potentially expansive soils would also be required to comply with the CBC, which includes requirements to address soil-related hazards. Typical measures to treat hazardous soil conditions involve removal, proper fill selection, and compaction. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils. Compliance with the requirements of the CBC would reduce impacts related from expansive soils to a less than significant level.

Mitigation Measures

Mitigation beyond compliance with provisions of the applicable building codes is not required.

Threshold 5: Would the Plan have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-5 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD NOT REQUIRE THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS AND SEPTIC TANKS WOULD NOT BE PERMITTED; NO IMPACT WOULD OCCUR.

The Plan Area is almost entirely built out and has established utility services, including sewer service provided by the City of Montclair and the Inland Empire Utilities Agency (IEUA). New development would consist of infill development connecting to existing sewer trunk lines or future expansion of sewer trunk lines and would not require the use of septic tanks. Unincorporated lands adjacent to the City's borders are identified by the San Bernardino County Local Agency Formation Commission (LAFCO) as areas likely to be serviced or annexed by the City in the future. These lands are known as the City's Sphere of Influence (SOI). The City's SOI consists of three non--contiguous areas: two larger areas in the southwest and southeast corner and a smaller area west of Monte Vista Ave. Areas within the SOI are mostly developed and most proposals for new uses are for modest

improvements on existing, relatively smaller sized, parcels (usually long and narrow ones) and the fractured ownership in these areas would limit future growth. Most future growth in the Plan Area is likely to be on smaller infill parcels. Although several parcels in the SOI areas rely on septic tanks, infrastructure policies described in the General Plan (listed below) would expand wastewater conveyance infrastructure to parcels currently served by septic systems in order to ensure efficient sewer service Citywide and to SOI areas and develop cost sharing policies for new developments that require capacity improvements for local sewer infrastructure so that costs are equitably split between beneficiaries, developers, and the City (Montclair 2021).

The Our Well Planned Community chapter of the Plan includes the following actions intended to minimize the risks associated with septic or alternative wastewater disposal systems related hazards:

A3.10d Where feasible, expand wastewater conveyance infrastructure to parcels currently served by septic systems in order to ensure efficient sewer service Citywide.

A3.10e Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local sewer infrastructure so that costs are equitably split between beneficiaries, developers, and the City.

Development under the proposed Plan would not require the use of septic tanks or alternative wastewater systems, therefore the Plan would have no impact related to soil suitability for wastewater systems.

Mitigation Measures

Mitigation beyond compliance with Plan policies is not required.

Threshold 6: Would the Plan directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-6 THE PLAN DOES NOT IDENTIFY ANY PALEONTOLOGICAL RESOURCES, SITES, OR UNIQUE GEOLOGIC FEATURES IN THE AREA. IF ONE IS DISCOVERED DURING CONSTRUCTION OF A PROJECT A PALEONTOLOGICAL ASSESSMENT WILL BE REQUIRED. IMPACT AFTER MITIGATION IS LESS THAN SIGNIFICANT

While neither the City's currently adopted General Plan, nor the proposed Plan, identify paleontological resources in the Plan Area, sub-surface paleontological resources have been found throughout southern California, and therefore such resources may also potentially exist in Montclair. Excavations for new developments could possibly uncover a unique paleontological resource, site, or unique geologic feature. Therefore, a mitigation measure is required.

Mitigation Measures

GEO-2 Paleontologist Assessment

In the event that paleontological resources (fossil materials) or unique geologic features are exposed during construction activities for future development, all construction work occurring within 50 feet of the project site 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

shall 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.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts.

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis. Exposure to some geologic hazards is site-specific. For example, development on one property would not increase exposure to hazards such as fault rupture and seismic shaking on another property, and therefore there would be no potential for cumulative impacts. Potential impacts to paleontological resources are also site-specific. Other hazards discussed in this chapter, such as soil erosion or loss of topsoil, are more cumulative in nature. For example, development on multiple properties in a watershed may combine to create a cumulative impact related to increased runoff and erosion from impervious surfaces. As discussed in this impact analysis, projects carried out under the Plan may increase the potential for runoff, soil erosion or unstable soils, but implementation of the policies and actions contained in the Plan, combined with compliance with existing laws and regulations, would reduce project-level impacts to a level of "no impact" or "less than significant impact." For all the reasons discussed above, the Plan would not make a substantial contribution to cumulative geology and soils impacts.

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4.8 Greenhouse Gas Emissions

This section analyzes GHG emissions associated with the project and potential impacts related to climate change. The trip generation and vehicle miles traveled (VMT) estimates used to calculate emissions are based on information included in Section 4.7, *Transportation and Traffic*, of this EIR.

4.8.1 Environmental Setting

The Greenhouse Effect and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius (°C) between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (United States Environmental Protection Agency [USEPA] 2021a). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature.

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (USEPA 2021a).

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally,

100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule per molecule basis (IPCC 2021).¹

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat-trapping effect of GHGs, the earth’s surface would be about 33 degrees °C cooler (World Meteorological Organization 2020). However, since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

Greenhouse Gas Emissions Inventory

In 2015, worldwide anthropogenic GHG emissions totaled 47,000 billion MT of CO₂e, which is a 43 percent increase from 1990 GHG levels (USEPA 2021b). Specifically, 34,522 million metric tons (MMT) of CO₂e of CO₂, 8,241 MMT of CO₂e of CH₄, 2,997 MMT of CO₂e of N₂O, and 1,001 MMT of CO₂e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and use (includes fuels used by vehicles and buildings), which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and six percent, respectively. Waste sources contributed for three percent and two percent was due to international transportation sources. These sources account for approximately 98 percent because there was a net sink of two percent from land-use change and forestry (USEPA 2021b).

U.S. GHG emissions were 6,558 MMT of CO₂e in 2019. Emissions decreased by 1.7 percent from 2018 to 2019; since 1990, total U.S. emissions have increased by an average annual rate of 0.06 percent for a total increase of 1.8 percent between 1990 and 2019. The decrease from 2018 to 2019 reflects the combined influences of several long-term trends, including population changes, economic growth, energy market shifts, technological changes such as improvements in energy efficiency, and decrease carbon intensity of energy fuel choices. In 2019, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of nationwide GHG emissions while the commercial and residential end-use sectors accounted for 16 percent and 15 percent of nationwide GHG emissions, respectively, with electricity emissions distributed among the various sectors (USEPA 2021c).

Based on the CARB California Greenhouse Gas Inventory for 2000-2019, California produced 418.2 MMT of CO₂e in 2019, which is 7.2 MMT of CO₂e lower than 2018 levels. The major source of GHG emissions in California is the transportation sector, which comprises 40 percent of the state’s total GHG emissions. The industrial sector is the second largest source, comprising 21 percent of the state’s GHG emissions while electric power accounts for approximately 14 percent (CARB 2021a). The magnitude of California’s total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California’s per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions

¹ The Intergovernmental Panel on Climate Change’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

fell below 431 MMT of CO₂e (CARB 2021a). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017).

As part of the Climate Action Plan that is in turn part of the Plan analyzed in this EIR (Appendix D), the City of Montclair determined Citywide emissions estimates for 2017 (baseline) as well as 2020. Based on the CAP emissions inventories, the City's baseline emissions in 2017 were 283,075 MT CO₂e. In 2020, with the implementation of State policies to reduce GHG emissions accounted for, the City of Montclair emitted 293,883 MT CO₂e.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the years 2013–2021 all rank among the ten warmest years on record. The global annual temperature has increased at an average rate of 0.08°C (0.14 degrees Fahrenheit [°F]) per decade since 1880 and over twice that rate (0.18°C / 0.32°F) since 1981. (National Oceanic and Atmospheric Administration 2022). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased.

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies (State of California 2018). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. The following information summarizes some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century (State of California 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency

of large wildfires and area burned is expected to increase (California Natural Resources Agency 2021).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (State of California 2018). The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack (State of California 2018). Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (State of California 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.3 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2020). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Aeronautics and Space Administration 2020). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 0 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has an over \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2020). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of

agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

4.8.2 Regulatory Framework

Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

Safer Affordable Fuel-Efficient Vehicles Rule

On September 27, 2019, the USEPA and the National Highway Traffic Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The SAFE Rule Part One revokes California's authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the USEPA and the National Highway Traffic Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO₂ emissions standards for passenger cars and trucks of model years 2021-2026 such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the approximately five percent annual increase required

under the 2012 standards (National Highway Traffic Safety Administration 2020). To account for the effects of the SAFE Vehicles Rule, CARB released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the EMFAC model (CARB 2020a).

State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Executive Order S-3-05

In 2005, the governor issued Executive Order (EO) S-3-05, which identifies statewide GHG emission reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The "California Global Warming Solutions Act of 2006," (Assembly Bill [AB] 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On

December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (City, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020² and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

SB 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

SB 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

² SCAG met 2020 GHG reduction but confirmation from CARB is still pending.

The bill also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the State board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Code

The California Code of Regulations Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. The California Building Standards Code’s energy-efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

The California Code of Regulations Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2019 Title 24 standards are the applicable building energy efficiency standards for the project because they became effective on January 1, 2020.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2019 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers (Tiers I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels³
- 65 percent construction/demolition waste diverted from landfills
- Inspections of energy systems to ensure optimal working efficiency
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings
- Installation of electric vehicle charging stations at least three percent of the parking spaces for all new multi-family developments with 17 or more units
- PV systems battery, storage systems, and solar ready for newly constructed residential dwellings, including single-family, and low-rise (three or fewer habitable floors) multifamily buildings

The voluntary standards require:

- **Tier I:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, and 20 percent cement reduction
- **Tier II:** stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, and 25 percent cement reduction

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995 through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued Executive Order (EO) N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible

³ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

EO N-79-20 directs CARB, the Governor’s Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

Regional and Local Regulations

2020 - 2045 RTP/SCS

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

Montclair General Plan

The Plan includes numerous policies and actions through which Greenhouse Gas emissions shall be reduced. The Plan policies that will reduce City-wide GHG emissions are as follows:

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.

- A1.1c Develop quantitative stormwater management standards to be met through green infrastructure practices.
- A1.1e Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.
- A1.1g Promote the use of green roofs, bio-swales, pervious materials, or hardscape, and other stormwater management practices to reduce water pollution.
- A1.1h Coordinate City work programs and projects to implement green streets as an integrated aspect of City infrastructure.
- A1.1i Develop a predictable and sustainable means of funding implementation and maintenance of green infrastructure elements and green streets.
- A1.1j Plan, or large-scale use of, Green Streets as a means of better connecting neighborhoods, better use of the public right of way, and better enhancing livability.
- A1.1k Educate citizens, businesses and the development community about Green Streets and how they can serve as linear parks to enhance, improve, and connect neighborhoods to encourage their support, demand, and funding of these projects.

P1.3 Consider Climate Action Plan's emission reduction goals in all major decisions on land use and investments in public infrastructure.

- A1.3a Achieve the community's short-term goal to reduce community-based GHG emissions by 40 percent below 2017 baseline levels by 2030.
- A1.3b Strive to achieve the community's long-term goal to reduce community-based GHG emissions by 80 percent by 2050.
- A1.3c Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.

P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.

- A1.4a Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies.
- A1.4b Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages.

P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.

- A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions.
- A1.5b Promote use of alternate modes of transportation in the City of Montclair, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies.
- A1.5c Continue to invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment.
- A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.
- A1.5e Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques.

P1.6 Improve the City's jobs/housing balance ratio.

- A1.6 Support development that provides housing and employment opportunities to enable people to live and work within Montclair.

P1.7 Montclair will protect, conserve, and replenish existing and future water resources.

- A1.7a Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently.
- A1.7b Encourage public and private property owners to plant native or drought-tolerant vegetation.

A1.7c Continue to coordinate with the IEUA, and developers, or opportunities to expand use of, reclaimed water systems.

P2.1 Diversify the City's economy.

A2.1a Foster high-employment density industry clusters.

P3.2 Conserve stable residential neighborhoods.

A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.

A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

P3.3 Direct new growth to Downtown area and Corridors.

A3.3a Direct new growth to the Station Area, MPDSP, Arrow Highway Mixed Use District, and the Central Avenue, Holt Boulevard, and Mission Street corridors.

A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

P3.4 Create places of enduring quality that are uniquely fit to their time and place.

A3.4a Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets.

A3.4b Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality and encourage water and resource conservation.

P3.5 Remove regulatory and procedural barriers to good design.

A3.5 Develop and adopt a Form-Based Code for the Montclair Mall area and Arrow Highway Mixed Use District that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.

P3.6 Promote resilient low carbon-built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions.

A3.6 Adopt a form-based code that allocates land uses based primarily on the control of the physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.

P3.14 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.

A3.14b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading.

P4.5 Establish seamless integration of modes at the mobility hub.

A4.5a Create clear, direct, and short transfers between different modes and routes.

- A4.5b Create safe pedestrian and bicycle access to mobility hubs from major destinations.
- A4.5c Provide secure commuter parking, bicycle parking and locker options at station entrances.
- A4.5d Minimize surface parking by implementing parking management strategies such as prioritizing feeder transit services to mobility hubs, and integrating parking with surrounding development, etc.

P4.6 Leverage the planned transit improvements and specific plans to create high-quality Mobility Hubs.

- A4.6a Create a compact, walkable area around the Montclair Transcenter by taking advantage of the L Line extension and North Montclair Downtown Specific Plan.
- A4.6b Improve Holt Boulevard to accommodate for the planned Bus Rapid routes and potential mobility hubs around the BR stops.

P4.7 Create well-designed mobility hubs for a high-quality user experience.

- A4.7b Create well-designed mobility hubs that are easy to navigate through, complemented by clear wayfinding.
- A4.7c Develop a station retail program that responds to customer demand and market needs.

P4.8 Create a vibrant, mixed-use environment that fosters higher land use intensity.

- A4.8a Provide a diverse mix of uses that includes housing, employment, retail and public spaces to create a vibrant urban environment.
- A4.8b Create an attractive and comfortable public realm that fosters a strong sense of place and promote the use of transit and alternative modes of transportation.
- A4.8c Develop policies and programs for innovative transit and micromobility options such as microtransit, neighborhood electric vehicles, e-scooters, etc.

P4.10 Establish amenities and support services for all modes.

- A4.10a Enhance transit amenities for safe and comfortable access to transit including waiting area, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.
- A4.10b Enhance pedestrian amenities to and from transit and other services by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility cross walks, and other urban design improvements.
- A4.10c Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.
- A4.10d Consider enhancing infrastructure for motorized services including dedicated transit lanes, car share, EV charging stations, smart parking, on-demand rideshare, flexible curb space, etc.

P4.11 Create well-designed spaces for a high-quality user experience for all modes.

- A4.11a Integrate real-time travel information and interactive trip planning in areas with higher density.
- A4.11b Create streetscapes and public realms that encourage walking and biking.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.

A4.12a Increase land use mix, or easy access to different services.

A4.12b Reduce block lengths, or shorter walking and biking distances.

A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs.

P4.18 Ensure new mobility services and options are accessible and safe for all.

A4.18a Expand the availability of shared bike, micro mobility and microtransit options to offer a range of accessible mobility options.

A4.18c Work with technological providers to ensure diversity in the new transportation system.

P4.20 Invest in critical infrastructure and pilot programs to leverage new transportation technology.

A4.20c Support the transition to electric vehicles by installing EV charging stations, deploying EV buses, etc.

A4.20e Develop policies, or package delivery that will reduce distances traveled for delivering the packages and provide options for convenient reception of the packages.

City of Montclair Climate Action Plan (CAP) (2021)

The City of Montclair has developed a Climate Action Plan (CAP) as part of the Plan analyzed in this EIR to reduce emissions in a fair way and make Montclair a more sustainable, healthier, and resilient place. Pursuant with CEQA Guidelines Section 15183.5, the CAP would meet the requirements of a qualified CAP and future projects developed under the Plan would be able to tier from the CAP for analysis purposes. The following are the CAP policies being introduced to reduce the City's emissions in conjunction with the State reduction goals.

BUILDING ENERGY

- Measure BE.1: Join the CPA [Clean Power Alliance] at the 100% Green Power rate and strive for a less than 4% opt-out rate for residential and commercial customers by 2030.
- Measure BE.2: Electrify 100% of newly constructed buildings by 2030.
- Measure BE.3: Increase building energy efficiency to reduce residential energy use by 25% and commercial energy use by 20% by 2030.

TRANSPORTATION

- Measure TR.1: Develop and implement an Active Transportation Plan to shift 6% of passenger car vehicle miles traveled to active transportation [by 2030] and 12% by 2050.
- Measure TR.2: Implement a public and shared transit programs to achieve 10% of public transit mode share by 2030 and 30% by 2050.
- Measure T.3: Increase passenger electric/alternative fuel vehicle adoption to 20% and commercial electric/alternative fuel vehicle adoption to 10% by 2030.
- Measure TR.4: Equitably increase use of EVs, promote active transportation and public transit use by disadvantaged communities.

WATER AND WASTEWATER

- Measure W.1: Reduce per capita water consumption by 10% compared with 2017 levels by 2030 and 25% by 2050.

SOLID WASTE

- Measure SW.1: Implement SB 1383 requirements and reduce community-wide landfilled organics 75% by 2025 and inorganic waste by 35% by 2030 and reduce all waste to 100% by 2050.

CARBON SEQUESTRATION

- Measure CS-1: Increase carbon sequestration and green space by planting 1,000 new trees through the community by 2030.

4.8.3 Impact Analysis

4.8.1.1 *Significance Thresholds*

According to CEQA Guidelines Appendix G, impacts related to GHG emissions would be potentially significant if implementation of the Plan would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The South Coast Air Quality Management District (SCAQMD) does not have adopted GHG emissions thresholds. However, the City of Montclair is has prepared a qualified CAP pursuant to CEQA Guidelines Section 15183.5(b). The Plan will serve as a "qualified plan for the reduction of greenhouse gases" and provide a mechanism for tiering and streamlining of GHG emissions analysis for projects that are consistent with such a plan.

The City of Montclair has established per-capita GHG reduction targets consistent with the statewide per capita goals set in the 2017 Scoping Plan of 6 MT CO₂e per service population by 2030 and 2 MT CO₂e per service population by 2050. These targets were used to derive the significance threshold for this analysis (CARB 2017). Assuming a linear trajectory, an intermediary threshold of 4 MT CO₂e per service population by 2040 would be consistent with statewide targets for 2030 and 2050.

As part of the CAP, Montclair has derived City specific emissions targets that will allow the City to support the State's overall reduction goals. The following goals have been established and will be adopted by the City as part of the Plan. The following emissions thresholds are being used as the significance threshold for the operational portion of this analysis only. Per capita targets for Montclair are as follows: 4.9 MT CO₂e per capita by 2030, 3.3 MT CO₂e per capita by 2040, and 1.6 MT CO₂e per capita by 2050. Per-capita community emissions are generally calculated by dividing total community emissions by the population of Montclair. Montclair's 2040 With Plan community emissions were calculated by adding project emissions to the 2020 projected emissions (see Appendix D) of 354,216 MT CO₂e, without reductions from State Measures and 234,197 MT CO₂e with State Reductions incorporated. Plan emissions were derived from the land use changes facilitated by the Plan, and quantified using CalEEMod, as described below. The 2040 With Plan emissions were then divided by the projected 2040 population (residents [51,414]) to determine Montclair's per capita emissions in 2040.

4.8.1.2 Methodology

The emissions inventory for this Plan are based on the operational emissions inventories presented in the CAP (included in Appendix D), and the construction emissions quantified as part of this analysis.

Construction Emissions

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Nevertheless, air districts such as the SCAQMD (SCAQMD 2008) have recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions.

Construction of projects carried out under the Plan would generate temporary GHG emissions primarily from the operation of on-site construction equipment, as well as from vehicles transporting construction workers to and from the project site and heavy trucks to export earth materials off site. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Due to the implementation of the CAP, GHG reduction measures will be put in place to reduce emissions in the City of Montclair.

Construction related GHG emissions associated with the Plan were calculated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 (Appendix C). Emissions were based on the growth anticipated under the General Plan (buildout). Growth for Industrial/Flex, Office, and Residential land uses were annualized over 15 years. Annual emissions were then multiplied by 15 to determine total construction emissions anticipated from buildout. Hotel growth was assumed at 50 rooms in one year, this annual construction estimate was multiplied by 6 to determine total emissions from the construction of up to 300 new hotel rooms throughout the City. Construction emissions were based on average fleet emissions in 2022 and therefore represent a conservative estimate of construction emissions that will occur over the General Plan buildout.

Operational Emissions

A GHG emissions inventory identifies the major sources and quantities of GHG emissions produced by City government (municipal) operations and community-wide activities within a jurisdiction's

boundaries for a given year. The CAP includes a 2017 baseline inventory of GHG emissions from community-wide activities within the City, as well as a 2020, 2030, 2040, and 2050 “business-as-usual” forecast of how emissions in Montclair would change if consumption trends and behavior continue as they did through 2017, absent any new federal, State, regional, or local policies or action that would reduce those emissions.

However, since 2017, several State regulations (i.e., SB 1, SB 100, AB 1493) have been enacted that will reduce future local emissions. These regulations have been incorporated into an adjusted forecast, which provides a more accurate picture of future emissions growth and the emission reduction the City and community will be responsible for after State regulations have been implemented.

After analyzing the City’s baseline inventory and forecast scenarios, emission targets were set to create quantitative goals that will further the City’s ability to measure emission reduction progress from the baseline scenario. Consistent with State guidance, the 2017 inventory results were used to back-cast GHG emissions to 1990 levels to ensure consistency with state goals.

As identified in the CAP, Montclair would need to implement local reduction measures to meet the State targets established for 2030 and 2050, even after accounting for reductions that will result from State regulations. These reductions will be achieved through implementation of local measures and actions developed from best practices of other similar and neighboring jurisdictions, as well as those recommended by State organizations and agencies.

The inventories are divided into four sectors, or sources of emissions: energy (electricity and natural gas), transportation, solid waste, and water consumption. Like all GHG emissions inventories, the CAP relies on the best available data and calculation methodologies. Emissions estimates are subject to change as better data and calculation methodologies become available in the future, but the findings of the CAP provide a solid basis upon which Montclair can begin planning and acting to reduce its GHG emissions.

This analysis relies on the operational emissions quantifications in the CAP because buildout under the CAP is the same as buildout under the Plan. Full methodology and calculations for the quantification of operational emissions can be found in Appendix D.

4.8.1.3 Project and Cumulative Impacts

Threshold 1: Would the Plan generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 WITH CITY ADOPTION OF THE CLIMATE ACTION PLAN, IMPLEMENTATION OF PROJECTS CARRIED OUT UNDER THE PLAN WOULD NOT INCREASE PER CAPITA GHG EMISSIONS. THE CAP IS PART OF THE PLAN AND WOULD REDUCE EMISSIONS OVER TIME. THE PLAN WOULD THEREFORE HAVE A LESS THAN SIGNIFICANT IMPACT ON GHG EMISSIONS WITH ADOPTION OF THE CAP.

Development carried out under the Plan would generate GHG emissions through construction as well as operational activities.

Construction

Construction emissions were quantified based on annualized growth assumptions as detailed in the methodology section above. Construction emissions for the Plan are identified in Table 4.8-1.

Amortized total emissions are added to the operational emissions estimates from the CAP to determine significance.

Table 4.8-1 Amortized Construction Emissions

Land Use	Annual Emissions (MT CO ₂ e)	Total Plan Emissions (MT CO ₂ e)
Hotel	319	1,914
Industrial/Flex	402	6,030
Office	158	2,363
Residential	897	13,449
Total		23,757
Amortized (over 30 years)		792

Source: Appendix C

Operation

The City of Montclair has completed a total Montclair (i.e., community and municipal) GHG emissions inventory for the year 2017, which is summarized in Table 4.8-2. As part of the CAP, Montclair is committed to an emissions reduction target of 40 percent below 2017 levels by 2030 and reaching a longer-term goal of 80 percent below 2017 levels by 2050. This 2030 GHG emissions goal is selected to be consistent with EO-B-3-05 State emissions targets and CEQA Guidelines Section 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported measures identified in the CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal. The projected community emissions by year under the BAU scenario, the adjusted emissions accounting for implementation of State actions to reduce GHG emissions, the emissions needed to be reduced by the CAP, and the emissions targets are shown in Table 4.8-2 and Figure 4.8-1.

The CAP includes a list of 10 measures intended to reduce Montclair's GHG emissions. Implementation of the CAP would result in the reduction of community and municipal operational GHG emissions. Additionally, the CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and VMT (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to generation of GHG emissions.

Development carried out under the Plan, added to the existing CAP estimate for the year 2017, is estimated to result in 2040 emissions of approximately 168,874 MT CO₂e, as shown in Table 4.8-2. This total, divided by the estimated service population for the year 2040 (51,414 persons) would equate to an estimated 3.3 MT CO₂e per capita. This is in line with the 2040 statewide per-capita target of 4 MT CO₂e, and the City specific target of 3.3 MT CO₂e.

Table 4.8-2 Montclair Future GHG Emissions Projection and Reduction Target

Description	Emissions (MTCO ₂ e)	Per Capita Emissions (MTCO ₂ e) ¹	Threshold (MTCO ₂ e/capita) (CAP/State)	Exceed Threshold
2017 Base Year Emissions	283,074	NA		
2040 BAU Emissions	354,216			
2040 Adjusted Emissions ²	234,197			
2040 CAP Reductions ³	(66,115)			
2040 Total Emissions ⁴	168,874	3.3	3.3/6	No
2050 BAU Emissions	378,035			
2050 Adjusted Emissions ²	232,091			
2050 CAP Reductions ³	(145,203)			
2050 Total Emissions ⁴	87,680	1.6	1.6/2	No

¹ Per Capita emissions are the total emissions divided by the population, which is estimated at 51,414 in 2040 and 53,156 in 2050. (See Appendix D Table 4.)

² Adjusted emissions account for BAU emissions minus state implemented reductions.

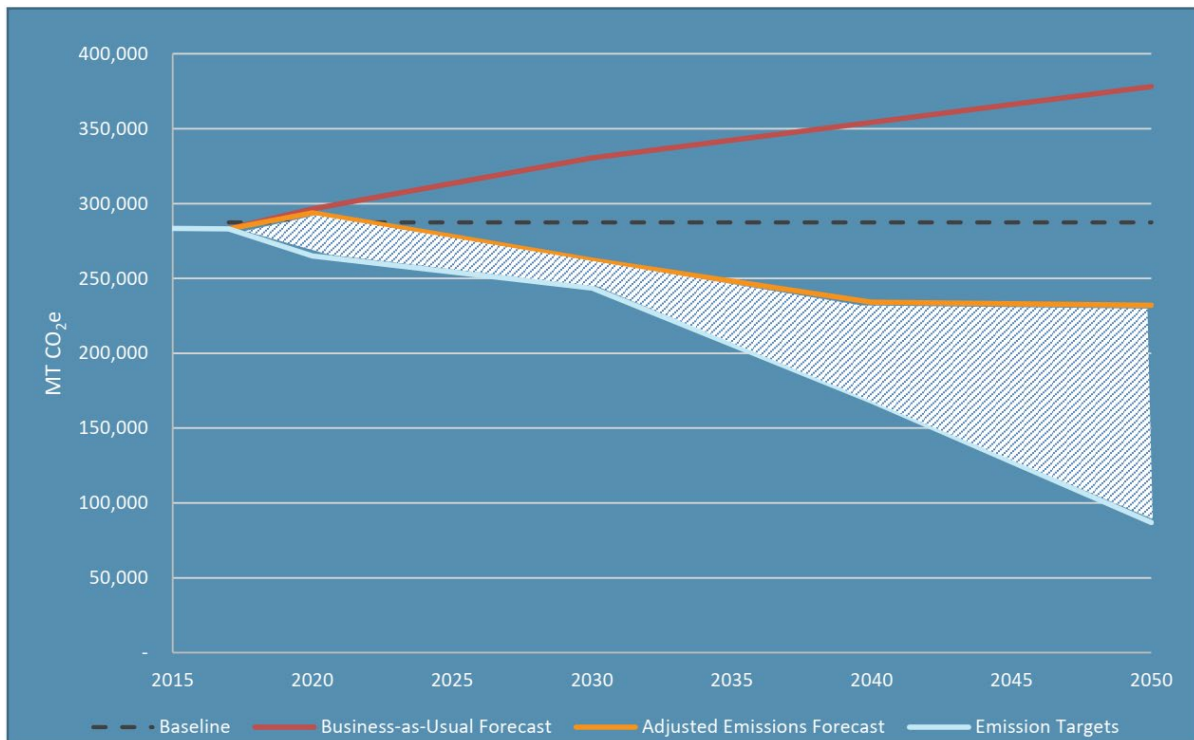
³ CAP reductions are the reductions achieved from implementation of the Montclair specific reduction measures identified in the CAP.

⁴ Total emissions are the Adjusted emissions plus annual construction emissions minus the CAP reductions.

NA = Information not available.

Source: Appendix C, Appendix D

Figure 4.8-1 Community Emissions, Targets, and Reductions Needed to Meet Targets



Development carried out under the Plan is estimated to result in 2050 emissions of approximately 87,680 MT CO₂e, as shown in Table 4.8-2. This total, divided by the estimated service population for the year 2050 (53,156 persons) would equate to an estimated 1.6 MT CO₂e per capita. This is in line with the 2050 statewide per-capita target of 2 MT CO₂e, and the City specific target of 1.6 MT CO₂e.

The Plan includes various goals and policies to directly and indirectly reduce per-capita GHG emissions in Montclair. These policies are intended to increase the use of alternative transportation, shorten vehicle trips throughout the City, and improve efficiency (e.g., water conservation), causing a decrease in VMT and energy use and, consequently, a decrease in GHG emissions.⁴ General Plan policies and CAP measures that would reduce GHG emissions throughout the City are detailed in Section 4.8.2, *Regulatory Framework* under Regional and Local Regulations.

These policies, which promote mixed-use development, an enhanced pedestrian and bicycle network, improved access to and quality of public transportation, and infill and mixed-use housing, would encourage the use of alternative transportation and discourage vehicle trips. Because the Plan would encourage infill development and promote the establishment and use of alternative transportation such as walking, bicycling, and public transit, it would contribute to long-term reductions in per capita GHG emissions consistent with SCAG's 2020-2040 RTP/SCS (see Impact GHG-2). Impacts would be less than significant.

Mitigation Measures

The Plan, with the inclusion of the CAP, would result in per capita emissions consistent with Montclair and statewide targets and includes policies to further reduce GHG emissions. The Plan's GHG emissions impacts would therefore be less than significant and mitigation measures are not required.

Threshold 2: Would the Plan conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Impact GHG-2 THE PLAN WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF THE CAP.

City of Montclair Climate Action Plan

The City of Montclair, as part of the Plan, is adopting a Climate Action Plan (Appendix D). The CAP analyzes GHG emission sources within the City, forecasts future emissions, and establishes emission reduction targets. The CAP establishes a path for the City to reduce GHG emissions to 40 percent below 1990 levels by 2030 as outlined in SB 32, as well as make substantial progress towards reducing emissions in line with EO S-3-05, which established a goal to reduce emissions by 80 percent below 1990 levels by 2050. The CAP also provides a framework for implementation and monitoring reduction activities, and further promotes adaptation and preparedness actions. As discussed in Impact GHG-1 above, City emissions with implementation of the Plan would be consistent with the City and State goals for reducing GHG emissions by 2050, and therefore the Plan would be consistent with SB 23 and EO S-3-05.

⁴ Based on the traffic study, the Plan results in a VMT of 25.7 per service population with the Plan vs. 27.8 existing and 32.3 future without the plan (Fehr & Peers, March 2022).

SCAG 2020-2045 RTP/SCS

SB 375 requires CARB to set regional targets for GHG emissions from use of light duty vehicles associated with land use decisions. Metropolitan Planning Organizations (MPOs) must address their regional GHG reductions targets in an SCS as part of the MPO's RTP. SCAG's 2020-2045 RTP/SCS provides land use and transportation strategies to reduce regional GHG emissions, such as:

- Reflect the Changing Population and Demands
- Focus New Growth Around Transit
- Provide More Options for Short Trips
- Encouraging Active Transportation for Short Trips
- Promote Safety and Security
- Active Transportation

The 2020-2045 RTP/SCS includes goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. Table 4.8-3 summarizes policies contained in SCAG's RTP/SCS and Montclair's CAP that are applicable to the Plan and evaluates the Plan's consistency with these policies. By promoting infill and mixed-use development, and alternative transportation modes, the Plan would be consistent with the major initiatives identified in the 2020-2045 RTP/SCS and the City's CAP to reduce GHG emissions (see Table 4.8-3). In addition, as discussed above, the Plan would result in per-capita GHG emissions consistent with statewide targets, including the 2030 target codified in EO-B-30-15. Because the Plan is consistent with adopted plans, policies, and regulations to reduce GHG emissions, impacts would be less than significant.

Mitigation Measures

The Plan would not conflict with applicable plans, policies, or regulations aimed at reducing GHG emissions, making this impact less than significant. Therefore, mitigation measures are not required.

Table 4.8-3 2040 General Plan Consistency with 2020-2045 RTP/SCS Land Use Policies

Strategy/Action	Project Consistency
Focus Growth Near Destinations & Mobility Options	
<ul style="list-style-type: none"> ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies. ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, 	<p>Consistent. The Plan would provide employment opportunities for the local workforce through the added industrial/flex, retail, office and hotel development. According to the Plan, an estimated 2,109 jobs would be created through 2040. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas including areas in close proximity to existing and planned future transit.</p> <p>The following Plan policies would support this initiative:</p> <ul style="list-style-type: none"> ▪ P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. ▪ P1.6 Improve the City's jobs/housing balance ratio. ▪ P2.1 Diversify the City's economy. ▪ P3.3 Direct new growth to Downtown area and Corridors.

Strategy/Action	Project Consistency
<p>increase amenities and connectivity in existing neighborhoods</p> <ul style="list-style-type: none"> Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking) 	<ul style="list-style-type: none"> P3.6 Promote resilient low carbon-built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions. P4.6 Leverage the planned transit improvements and specific plans to create high-quality Mobility Hubs. P4.7 Create well-designed mobility hubs for a high-quality user experience. P4.8 Create a vibrant, mixed-use environment that fosters higher land use intensity. P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.
Leverage Technology Innovations	
<ul style="list-style-type: none"> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	<p>Consistent. The following CAP policies would support this initiative.</p> <ul style="list-style-type: none"> Measure TR.1: Develop and implement an Active Transportation Plan to shift 6% of passenger car vehicle miles traveled to active transportation [by 2030] and 12% by 2050. Measure TR.2: Implement a public and shared transit programs to achieve 10% of public transit mode share by 2030 and 30% by 2050. Measure T.3: Increase passenger electric/alternative fuel vehicle adoption to 20% and commercial electric/alternative fuel vehicle adoption to 10% by 2030. Measure TR.4: Equitably increase use of EVs, promote active transportation and public transit use by disadvantaged communities.
Promote a Green Region.	
<ul style="list-style-type: none"> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration Integrate local food production into the regional landscape Promote more resource efficient development focused on conservation, recycling and reclamation Preserve, enhance and restore regional wildlife connectivity Reduce consumption of resource areas, including agricultural land Identify ways to improve access to public park space 	<p>Consistent. The following Plan policies would support this initiative.</p> <ul style="list-style-type: none"> P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure. P1.7 Montclair will protect, conserve, and replenish existing and future water resources. P3.4 Create places of enduring quality that are uniquely fit to their time and place P3.6 Promote resilient low carbon-built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions. P3.14 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development. P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.
Source: SCAG 2020	

Cumulative Impacts

“Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355). The vast majority of projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change for the Plan involved an analysis of whether a Plan’s contribution toward an impact is cumulatively considerable. The Plan itself is cumulative in nature as it represents growth through the Plan Area over approximately the next 20 years. The Plan is not one individual project, but a number of as yet undefined future projects that may occur under the Plan. Therefore, cumulative impacts with respect to greenhouse gas emissions would be identical to the individual impacts addressed above for the Plan.

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4.9 Hazards and Hazardous Materials

This chapter analyzes Plan impacts relating to exposure to hazards and hazardous materials; hazardous materials use and transportation; and development on contaminated sites.

4.9.1 Environmental Setting

a. Definitions

The United States Environmental Protection Agency (USEPA) defines hazardous waste as a substance that (1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness and (2) poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous waste is also defined as ignitable, corrosive, explosive, or reactive (Federal Code of Regulations Title 40: Protection of the Environment, Part 261). The USEPA has developed a list of specific types of hazardous waste that are in the forms of solids, semi-solids, liquids, and gases. Producers of such waste include private businesses and federal, state, and local government agencies.

A material may also be classified as a hazardous material if it contains defined amounts of toxic chemicals. The USEPA regulates the production and distribution of commercial and industrial chemicals to protect human health and the environment. The USEPA also prepares and distributes information to further the public's knowledge about these chemicals and their effects, and provides guidance to manufacturers in pollution prevention measures, such as more efficient manufacturing processes and recycling used materials.

Hazard Versus Risk

The health of workers and the general public is potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Ecological communities, such as avian and terrestrial habitats and the aquatic environment, may also be at risk, depending on the type of populations and locations relative to potential exposure sources. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health and the ecological environment.

Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability or death. Aquatic, terrestrial, or avian species may also be similarly adversely affected. Hazardous materials that result in adverse effects are generally considered "toxic." However, other chemical materials may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances and hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health and the ecological environment is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health or the ecosystem. For example, a high probability of exposure to a low-toxicity chemical would not necessarily pose an unacceptable human health or

ecological risk, whereas a low probability of exposure to a very high-toxicity chemical might. Various regulatory agencies, such as the USEPA, California Environmental Protection Agency (CalEPA), State Water Resources Control Board (SWRCB), California Department of Toxic Substances Control (DTSC), United States Occupational Safety and Health Administration (OSHA), and California Department of Industrial Regulations Division of Occupational Safety and Health (Cal/OSHA), are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

b. Potential Hazardous Materials

Hazardous materials in the Plan Area are routinely used, stored, and transported in commercial/retail businesses as well as in educational facilities, hospitals, and households. Hazardous materials users and waste generators in the Plan Area include businesses, public and private institutions, and households. Federal, state, and local agency databases maintain comprehensive information on the locations of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses.

The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents. Both federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency.

Construction Materials

Asbestos

Asbestos is a naturally occurring fibrous mineral found in certain types of rock formations. Asbestos is commonly mixed during processing with a material that binds fibers together so that it can be used in different projects. Asbestos became popular because it is durable, fire retardant, resists corrosion, and is a good insulator. Asbestos becomes a problem when it is damaged, disturbed, or deteriorates over time, and the material releases fibers into the air. Asbestos fibers can cause serious health problems if inhaled.

According to the California Code of Regulations (CCR), Title 8, Section 1529, *Asbestos*, presumed asbestos-containing material means “thermal system insulation and surfacing material found in buildings constructed no later than 1980.” However, the designation of a material as presumed asbestos-containing material may be rebutted pursuant to subsection (k)(5) of Title 8, Section 1529. Because many structures in the Plan Area were built prior to 1980, asbestos may have been used in the building materials for many local structures.

Lead

Lead is a highly toxic metal that was used for many years in consumer products. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Lead is one of the most common hazards that humans are exposed to in their daily lives and may be present in hazardous concentrations in food, water, and air. Sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, urban dust, and secondary lead smelters. Lead is no longer permitted for gasoline. Lead poisoning is the leading environmentally induced illness in children and poses a potential public health risk. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million), but houses in Montclair built prior to this period may contain lead-based paint at levels in excess of this limit. Persons who own or perform repairs on a structure built before 1978, according to the California Department of Public Health (CDPH), are required to take the following actions (CDPH2018):

- Test painted surfaces for lead-based paint prior to beginning work, or assume that the surfaces contain lead-based paint and use lead-safe work practices
- Do not use a belt-sander, propane torch, high temperature heat gun, dry scraper, or dry sandpaper to remove lead-based paint
- Maintain painted surfaces in good repair
- Check impact or friction surfaces (windows and doors) for dust or deterioration
- Landlords must disclose known information on lead-based paint and lead-based paint hazards before leases take effect
- Sellers must disclose known information on lead-based paint and lead-based paint hazards before selling the property
- Renovators disturbing painted surfaces must give out the USEPA's *Renovate Right* pamphlet

Contractors that disturb lead-based paint in homes built before 1978 must be certified and follow specific work practices to prevent lead contamination pursuant to 40 CFR 745, Subpart E.

Household Hazardous Waste

The USEPA defines household hazardous waste as “leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive.” Methods of improper disposal of household hazardous waste commonly include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these forms of waste can pollute the environment and pose a threat to human health.

San Bernardino County provides residents a cost-free way to dispose of unwanted household chemicals. Fifteen Household Hazardous Waste (HHW) collection centers are located in San Bernardino County: Apple Valley HHW Facility in Apple Valley; City Of Barstow Corporation Yard in Barstow; Public Service Yard in the City of Big Bear Lake; Public Works Services Center in Chino; Hesperia Fire Station in Hesperia; West of the Transportation/Flood Control Building in Joshua Tree; Needles City Yard in Needles; Ontario HHW Facility in Ontario; Rancho Cucamonga HHW Facility in Rancho Cucamonga; Redlands City Yard in Redlands; City Maintenance Yard in Rialto; S.B. International Airport in San Bernardino; County Fire Station 127 in Trona; Upland City Yard in Upland; and Behind San Bernardino County Fairgrounds East of Desert Knoll Drive on Loves Lane in Victorville (San Bernardino County Fire Protection District 2022). In addition, many one-day HHW collection events are provided in different cities. The dates, times, and locations of the one-day events are posted on the San Bernardino County Sanitation District's website.

Radon Gas

Radon is a cancer-causing natural radioactive gas that is invisible, odorless, and tasteless. Radon forms from the radioactive decay of small amounts of uranium naturally present in rocks and soil. It can affect indoor air quality, particularly in mountainous areas. Radon gas from natural sources can accumulate in buildings and is a leading cause of non-smoking lung cancer deaths. The California Geological Survey (CGS) has not developed a radon potential zone map for San Bernardino County. However, the USEPA has created a map to identify areas with the potential for elevated indoor radon levels and has designated San Bernardino County as a Zone 2 area (Figure 4.9-1). Zone 2 areas have moderate geologic radon potential with average indoor radon levels that may be between 2 and 4 picocuries per liter of air (pCi/L).

Existing Hazardous Materials Sites

A database search conducted in January 2022 through the DTSC EnviroStor Hazardous Waste and Substances Site List website (DTSC 2022) did not find any active sites in Montclair. Five locations in Montclair are listed by the USEPA under the Superfund Amendments and Reauthorization Act (SARA), Title III, as shown in Table 4.9-1, but are not listed in the National Priorities List.

With respect to investigation and cleanup of known contaminated sites, the DTSC and SWRCB are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous waste/substances exists at a site and delineate the general extent of contamination, estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk, determine if an expedited response action is required to reduce an existing or potential threat, and complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

Figure 4.9-2 illustrates all contaminated and potentially contaminated sites contained in the DTSC's EnviroStor database, Compensation and Liability Information System (CERCLIS), and the SWRCB GeoTracker database.

Comprehensive Environmental Response, Compensation, and Liability Information System

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect water, air, and land resources from risks created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the USEPA maintains Comprehensive Environmental Response, CERCLIS, which lists all contaminated sites in the United States that have in the past undergone or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL. The NPL is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the USEPA in determining which sites warrant further investigation (USEPA 2022a). There are five CERCLIS sites in the City, listed in Table 4.9-1, however none of the sites are listed on the NPL.

Figure 4.9-1 USEPA Map of Radon Zones in California

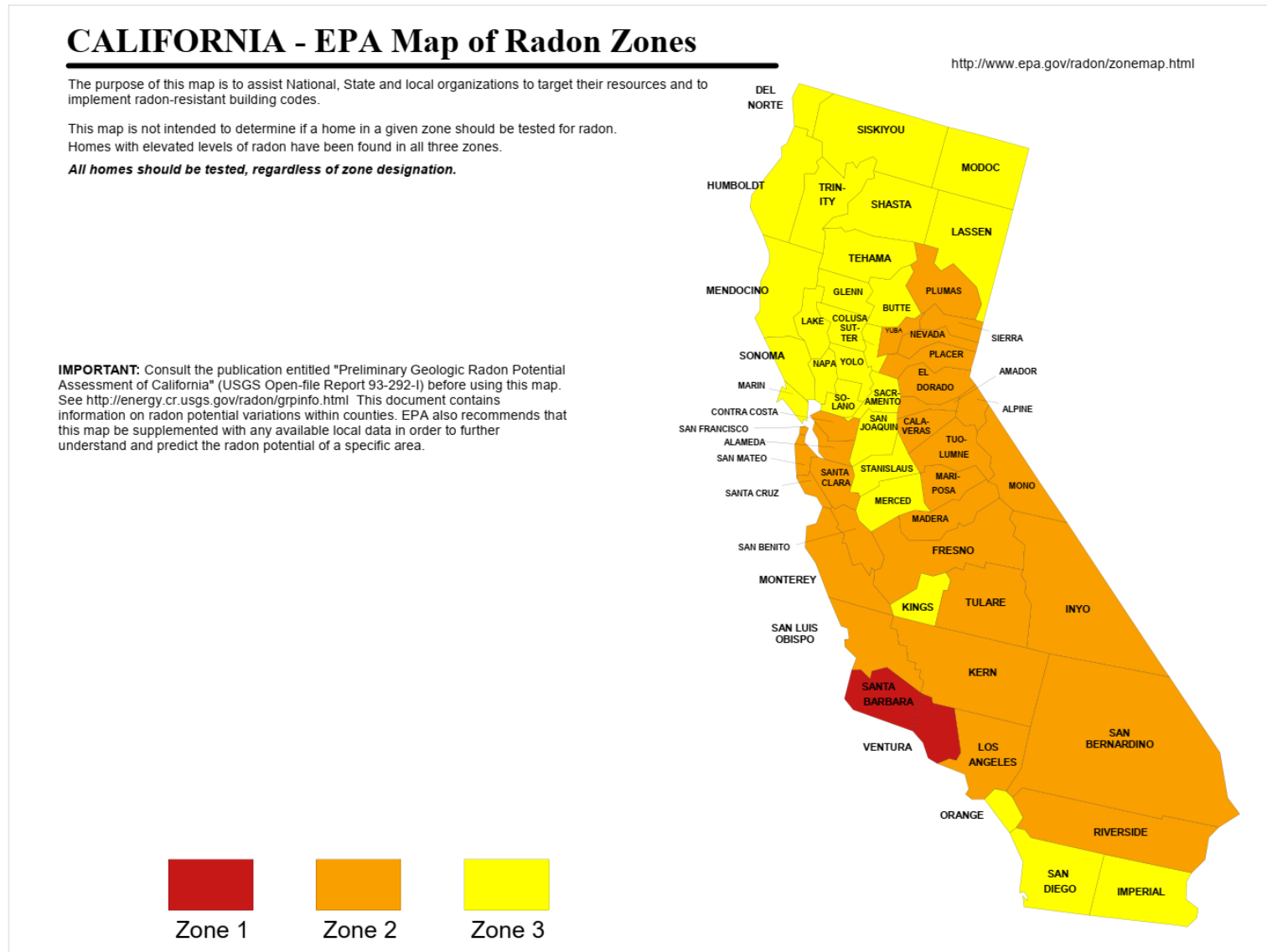


Figure 4.9-2 Contaminated Sites in Montclair

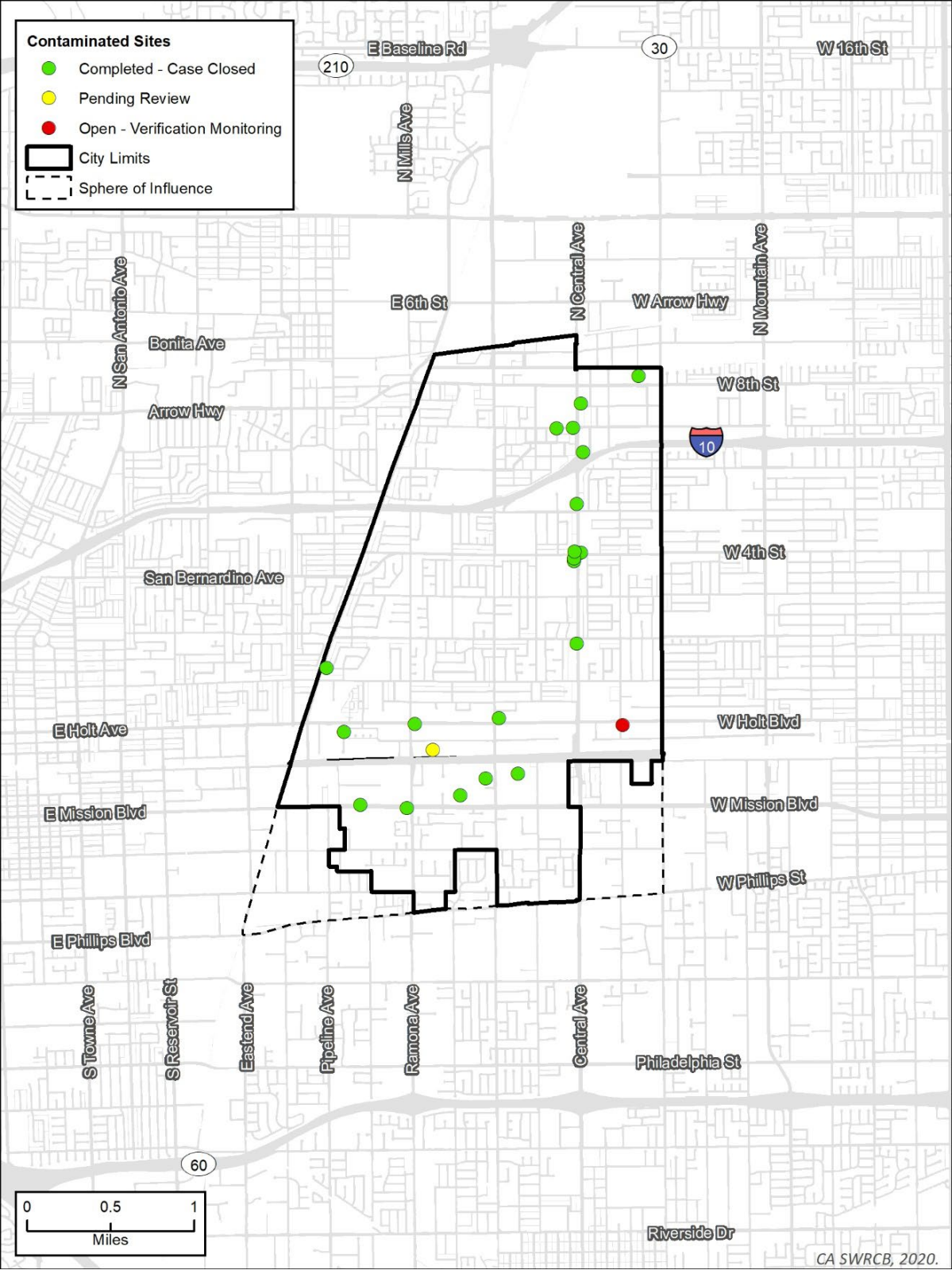


Table 4.9-1 CERCLIS Sites in the Montclair Area

Site Name	Site Location	EPA ID	Status
Dempsey Property	1077-87 Monte Vista Ave	CAL000250763	Not on NPL
Dempsey Property	10777-10787 Monte Vista Ave	CAN000909143	Not on NPL
Dodson Brothers Oil Company	10810 Monte Vista Ave	CAT080014194	Not on NPL
Mc Coy Property	10763-71 Monte Vista Ave	CAN000909144	Not on NPL
Ealy Property	10745 Monte Vista Ave	CAN000905941	Not on NPL

Source: USEPA 2022

Toxics Release Inventory

The Toxics Release Inventory (TRI) is a USEPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain industry groups, as well as federal facilities. TRI sites are known to release toxic chemicals into the air. The USEPA monitors emissions from these facilities to ensure that their annual limits are not exceeded. TRI reports provide accurate information about potentially hazardous chemicals and their uses to the public in an attempt to give communities more power to hold companies accountable for their actions and to make informed decisions about how such chemicals should be managed. As of 2020, the TRI has no listings for toxic releases in Montclair (USEPA 2022b).

Leaking Underground Storage Tanks

Leaking underground storage tanks (LUSTs) are one of the greatest environmental concerns of the past several decades. According to the SWRCB's GeoTracker database, 19 contaminated sites, 18 of with LUSTs, have been reported in the Montclair area (SWRCB 2022). These sites are shown on Figure 4.9-2. The status of all 19 of these sites is "completed-case closed," which means that a closure letter or other formal closure decision document has been issued for the site. The San Bernardino County Environmental Health Department provides oversight and conducts inspections of all underground tank removals and installation of new tanks. Contaminated sites in Montclair are predominantly located along major industrial and commercial corridors (Figure 4.9-2).

Plugged, Abandoned, and Unrecorded Wells

An abandoned well is a well that has halted operation and is in the process of being plugged. Once plugged, the well is officially decommissioned. An orphaned well has no responsible party that authorities can mandate to properly abandon the well. Plugged, abandoned, and unrecorded wells can cause environmental damage by leaking pollutants into the atmosphere or water supplies. Important determinants of how much orphaned or abandoned wells impact the environment include the techniques used and precautions taken when first drilling the well, whether it is a gas well, oil well, or combined oil and gas well, and if and how the well was sealed. If wells are not properly sealed when orphaned or abandoned, oil and gas can contaminate groundwater. It is also possible for orphaned and abandoned wells to be significant emitters of methane into the atmosphere. Furthermore, brine present in wells dug into shale formations can contain some radioactive and toxic substances that contaminate groundwater if the well leaks. Plugging wells can reduce the risk of explosions and protect groundwater but does not always prevent methane emissions. In the United States, it is possible for wells to have been orphaned or abandoned for over a century, and information about them, if it exists at all, can be difficult to locate.

According to the Well Finder search tool hosted by the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR), there are no plugged wells located within, or within 1,000 feet of, the City of Montclair.

Hazardous Waste Generators

Many types of businesses can be producers of hazardous waste. Small businesses such as dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal-plating shops are usually generators of small quantities of hazardous waste. Generally, small-quantity generators are facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons). Larger businesses such as chemical manufacturers, large electroplating facilities, and petroleum refineries can generate large quantities of hazardous waste. The USEPA defines a large-quantity generator as a facility that produces over 1,000 kg (2,200 pounds or about 275 gallons) of hazardous waste per month. Both small and large quantity generators are fully regulated under the Resources Conservation and Recovery Act of 1976 (RCRA). The goal of the RCRA is to assure adequate tracking of hazardous materials from generation to disposal. California Fire Code (CFC) Articles 79, 80, et al., which augment the RCRA, are the primary regulatory guidelines used by cities to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are determined.

c. Urban Fires

Many factors contribute to an area being at risk of structural fires and local fire departments' capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size. Many of the structures in the older portions of the Plan Area, some dating back to the early 1930s, are susceptible to urban fires because they were built according to older building standards and fire codes, with no internal sprinklers and other fire safety systems in place, and made from non-fire-resistive construction materials. Additionally, daytime traffic congestion from commuter and other traffic may contribute to difficulty of ingress and egress for emergency response vehicles in these areas. Weather is also a factor affecting fire safety in Montclair. Montclair frequently experiences hot, dry weather during summer and fall months. This is especially true during Santa Ana wind conditions, when hot, dry desert air can combine with high winds, increasing the possibility of quick-spreading fires.

d. Wildland Fires

The California Department of Forestry and Fire Protection (CAL FIRE) works in cooperation with OES, as well as neighboring state governments through a network of mutual aid agreements to fight wildland fires. CAL FIRE is the largest multipurpose fire protection agency in the United States, responsible for wildland fire protection of over 31 million acres of California's privately owned watershed lands, as well as services in 150 counties, cities, and districts via contracts with local governments (CAL FIRE 2022). CAL FIRE responds to over 5,400 wildland fires each year and commands a force of approximately 5,324 full-time fire professionals, 1,783 seasonal personnel, and approximately 3,350 volunteers (CAL FIRE 2016). In addition to its nearly 1,000 fire engines, CAL FIRE maintains a significant fleet of aircraft that includes 22 air tankers, 17 air tactical planes, and 12 helicopters (CAL FIRE 2016).

Fire risk in southern California is determined by a number of factors, including drought, the availability and type of fuels, Santa Ana Winds, and development in the wildland-urban interface.

The area is characterized by a Mediterranean climate of hot, dry summers and mild, wet winters. As with much of the western United States, the region has seen significantly below-average rainfall in recent years, leaving parched brush and trees extremely dry and fire prone.

Montclair is not particularly susceptible to wildland fires because of the urbanized character of the City and its location in a fully urbanized region not directly adjacent to wildlands, leaving little to no property exposed to risk from wildland fires.

e. Emergency Medical and Other Services

The Montclair Fire Department (MFD) responds to all types of emergency situations involving fires, explosions, rescues, medical emergencies, hazardous conditions, natural disasters, and false alarms. The MFD also responds to nonemergency service calls and good intent calls. The MFD's firefighters and paramedics are therefore trained and prepared to respond to a wide variety of situations. The MFD is also responsible for building and business inspections, site plan review, and construction inspections.

f. Emergency Response

The California Emergency Services Act provides the basic authority for conducting emergency operations following proclamations of emergencies by the Governor or other local authority. All local emergency plans are extensions of the California Emergency Plan. Montclair is in Region VI, the Southern Administrative Region, of the six mutual aid regions that exist in California.

California Emergency Management Agency approved the City of Montclair's Emergency Operations Plan in September of 2009. It provides guidance for response to the City's most likely emergencies for the community. The plan meets the requirements of the National Incident Management System (NIMS) and the Standardized Emergency Management System (SEMS) in regard to emergency management. There are three parts; Part One is overall organizational and operational concepts and overview of hazards, Part Two describes emergency responses, and Part Three is the supporting and legal documents.

A Hazard Mitigation Plan (HMP) was also implemented to help mitigate hazards and their impacts to the community. It provides historical data, economic factors, vulnerability assessments, mitigation costs, and estimated losses resulting from the hazards.

Standardized Emergency Management System

The Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP) addresses Montclair's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The operational concepts reflected in the SEMS MHFP focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses. The intent of the SEMS law is to improve the coordination of state and local emergency response in California. It requires all jurisdictions in California to participate in the establishment of a standardized statewide emergency management system.

In an emergency, governmental response is an extension of responsibility and action, coupled with normal day-to-day activity. Normal governmental duties will be maintained, with emergency operations carried out by those agencies assigned specific emergency functions. The SEMS has been adopted by the City of Montclair for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system

and among all responding agencies. Chapter 1 of Division 2 of Title 19 of the CCR establishes the standard response structure and basic protocols to be used in emergency response and recovery.

Fully activated, the SEMS consists of five levels:

- **Field Response.** Consists of emergency response personnel and resources, under the command of an appropriate authority, and carries out tactical decisions and activities in direct response to an incident or threat.
- **Local Government.** Includes cities, counties, and special districts. Local governments manage and coordinate the overall emergency response and recovery activities with their jurisdiction and are required to use SEMS when their emergency operations center is activated or a local emergency is proclaimed in order to be eligible for state funding of response-related personnel costs.
- **Operational Area.** An intermediate level of the state’s emergency services organization consisting of a county and all political subdivisions within the county area. Political subdivisions include cities, a City and county, counties, districts, or other local governmental agency or public agency as authorized by law.
- **Mutual Aid Regions.** Provides for the more effective application and coordination of mutual aid and other emergency-related activities. The state is divided into six mutual aid regions.
- **State Government.** Manages state resources in response to the emergency needs of the other levels and coordinates mutual aid among the mutual aid regions and between the regional level and state level. The state level also serves as the coordination and communication link between the state and the federal disaster response system.

National Incident Management System Implementation

Presidential Directive Homeland Security Presidential Directive 5 identifies steps for improved coordination in response to incidents and requires a National Response Plan and a NIMS, which is a comprehensive, national approach to incident management developed to improve the coordination of federal, state, and local emergency response nationwide. The State of California’s NIMS Advisory Committee issued *California Implementation Guidelines for the National Incident Management System* to assist local governments and other entities to incorporate NIMS into already existing programs, plans, training, and exercises.

Mutual Aid Agreements

The foundation of California’s emergency planning and response is a statewide mutual aid system which is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use within their jurisdiction and outside their area. These plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all state agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the “California Emergency Services Act,” states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The Act provides the basic authority for conducting emergency operations

following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The Act further describes the function and operations of government at all levels during extraordinary emergencies, including war (OES 2021). Therefore, local emergency plans are considered extensions of the California Emergency Plan.

As discussed, six mutual aid regions exist in the State of California, each region consisting of counties designated by the State Office of Emergency Services. Montclair is within Region VI.

4.9.2 Regulatory Framework

a. Federal

Several federal agencies regulate hazardous materials. These include the USEPA, OSHA, and the United States Department of Transportation.

b. State

Primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (Cal/OSHA implementation), OES (California Accidental Release Prevention implementation), the California Department of Fish and Wildlife, the California Air Resources Board, Caltrans, State Office of Environmental Health Hazard Assessment (Proposition 65 implementation), and the California Integrated Waste Management Board. The enforcement agencies for hazardous materials transportation regulations are the CHP and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

California Environmental Protection Agency

CalEPA has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Act.

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the CCR. Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the legislation reflects DTSC goals. From these laws, DTSC major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection,

compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, management of hazardous waste in the Plan Area is regulated by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Act, passed in 1972. DTSC is the state's lead agency in implementing the Act. The Act provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage, and disposal of hazardous wastes.

California Division of Occupational Safety and Health

Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

Construction Site Well Review Program

DOGGR oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells. The regulatory program emphasizes the wise development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety. DOGGR is charged with implementing Public Resources Code (PRC) Section 3208.1. As a result, DOGGR developed the Construction Site Well Review program to assist local permitting agencies in identifying and reviewing the status of oil or gas wells located near or beneath proposed structures. Before issuing building or grading permits, local permitting agencies review and implement DOGGR's preconstruction well requirements.

The Construction Site Well Review Program provides important information on the current status of all known wells located on a development site property, and it provides other important information when development occurs near oil or gas wells. DOGGR provides this information in an advisory role, so that responsible decisions can be made by the property owner, developer, and local permitting agency when development occurs near oil or gas wells. According to PRC Section 3208.1, if any property owner, developer, or local permitting agency either fails to obtain an opinion from DOGGR, or fails to follow the advice of DOGGR when development occurs near an oil or gas well, then the owner of the property on which the well is located may be responsible for abandonment costs should a future problem arise with the well.

In January 1996, CalEPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, UST, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention programs, and Uniform Fire Code hazardous materials management plans and inventories. The Unified Program is implemented at the local level by a local

agency—the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The CUPA that has jurisdiction in the Plan Area is the San Bernardino County Fire Protection District (SBCoFD).

California’s Hazardous Materials Release Response Plans and Inventory Law, sometimes called the “Business Plan Act,” aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997 and include the provisions of the Federal Accidental Release Prevention program (Title 40, CFR Part 68) with certain additions specific to California pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

California Airport Land Use Compatibility Plan

The Airport Land Use Commission (ALUC) provides for orderly growth of an airport and the area surrounding the airport within the jurisdiction of the ALUC, excluding existing land uses. Its primary function is to safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. Cities and/or counties have a responsibility to ensure the orderly development of the airports within their local jurisdiction and make sure all applicable planning documents and building regulations are consistent with the Airport Land Use Compatibility Plan (ALUCP). They also have the final decision on local land use issues and have the ability to overrule ALUC determinations, if they make specific findings that the action is consistent with Public Utilities Code Section 21670 to promote “public health, safety, and welfare” (Caltrans 2019).

c. Local

Montclair Municipal Code and Disaster Preparedness

Chapter 6.08.080 of the Montclair Municipal Code (MMC) is the Emergency Plan which is developed by the Montclair Disaster Preparedness Council. The plan is for effective use of private and public resources in response to various states of emergencies.

City personnel prepare for disasters and emergencies by utilizing SEMS and National Incident Management System (NIMS) that provide templates for organizations to prevent, protect and mitigate incidents and their impacts. Montclair is a part of the San Bernardino County Operational Area Coordinating Council (OACC), which works with other local governments and agencies to plan for potential disasters.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

The analysis in this section focuses largely on the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from development or redevelopment envisioned under the Plan, as well as other concerns such as hazards introduced by aviation activities. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with implementation of the Plan are also analyzed. The risks from development in the identified focus areas relative to the location of known contaminated sites are analyzed. Construction impacts would generally result from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils. Operational impacts would generally be a function of the types of uses proposed and the materials that operation of these uses entails.

The analysis assumes that any development under the Plan would comply with relevant federal and state laws and regulations, as well as the requirements of the MMC.

According to CEQA Guidelines Appendix G, impacts related to hazards and hazardous materials would be potentially significant if implementation of the Plan would:

1. Create significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
4. Be located on a site that is included on a list of hazardous material 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;
5. 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 Plan result in a safety hazard or excessive noise for people residing or working in the Plan area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or

7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Because the Plan Area is fully urbanized, it is not particularly susceptible to risk from wildland fires. As such, Threshold 7 is not applicable to the Plan and has been omitted from the following analysis. For further discussion of potential wildland fire impacts please see Chapter 4.20, *Wildfire*, of this EIR.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Threshold 2: Would the Plan 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?

Impact HAZ-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN COULD RESULT IN AN INCREASE IN THE OVERALL ROUTINE TRANSPORT, USE, STORAGE, AND DISPOSAL OF HAZARDOUS MATERIALS IN THE PLAN AREA, BUT COMPLIANCE WITH APPLICABLE REGULATIONS RELATED TO THE HANDLING AND STORAGE OF HAZARDOUS MATERIALS WOULD MINIMIZE THE RISK OF PUBLIC EXPOSURE TO THESE SUBSTANCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In an urbanized City such as Montclair, residential and commercial or industrial uses reside relatively close to one another or often co-exist. Implementation of the Plan would facilitate new development, including conversion of uses and, in some locations, more intense use of land. The Plan's focus areas of new development shown on Figure 2-5 in Chapter 2, *Project Description*, of this EIR do not make up the majority of land area in Montclair, since most of the Plan Area is composed of stable residential, commercial, and industrial areas that will not change substantially as the Plan is implemented over the next 20 years or more.

The introduction of new mixed-use, commercial, and industrial uses in the Plan Area, predominantly within the focus areas, may result in an incremental increase in the use of hazardous materials and/or the generation of hazardous materials. While there is a possibility that new industrial uses within the focus areas could involve the transport, use, store, or dispose of hazardous materials, most areas identified for mixed-use development under the Plan would involve commercial and retail uses and would not involve the transport, use, storage, or disposal of the substantial amounts of hazardous materials associated with industrial activities. However, future industrial development could result in closer proximity of residences to the routine handling, use, storage, disposal, or transport of substantial amounts of hazardous materials associated with industrial uses. This is especially true in areas where new residential development could be introduced in areas near existing and/or future industrial development.

Exposure of persons to hazardous materials could occur in the following ways: improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; transportation accidents; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The types and amounts of hazardous materials would vary according to the nature of the activity. In some cases, it is the type of material that is potentially hazardous; in others, it is the amount of material that could present a hazard.

Although the overall quantity of hazardous materials and waste generated in the Plan Area could incrementally increase under the Plan, all new developments that handle or use hazardous materials would be required to comply with regulations, standards, and guidelines established by the USEPA, State, San Bernardino County, and City of Montclair related to storage, use, and disposal of hazardous materials.

Both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. Specifically, any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. SBCoFD, as the designated CUPA, conducts yearly inspections of all such businesses to confirm that their business plan is in order and up to date.

Because implementation of the Plan would primarily result in urban infill and redevelopment and intensification of development in specific focus areas, existing structures may need to be demolished prior to the construction of new buildings. Demolition of existing structures in the Plan Area could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Long-term risks to occupants of buildings could result from other contaminants released from the soil, such as radon gas. In addition, disturbance of plugged¹, abandoned, and unrecorded oil and gas wells could result in the release of hazardous materials into the environment. Lastly, the accidental spillage or leakage of hazardous materials during their transport, use, storage, or disposal could result in the exposure of construction personnel and the public to health or safety risks.

Exposure to hazardous materials during construction and operation of projects carried out under the Plan could potentially occur through any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when people fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials, or other airborne hazardous materials such as radon gas

The *Health and Safety* Chapter of the Plan includes a variety of policies to reduce the potential exposure of people and the environment to hazardous materials.

P6.3 Provide a high level of fire protection service in the community.

A6.3a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

¹ According to the Well Finder search tool hosted by DOGGR, there are no plugged wells located within, or within 1,000 feet of, the City of Montclair.

- A6.3b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdictions and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

P6.4 Maintain a current Emergency Operations Plan.

- A6.4a Regularly review and update the City's safety plan every five years.

P6.5 Minimize damage and maximize resilience from emergencies.

- A6.5a Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste.
- A6.5b Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts.
- A6.5c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.
- A6.5d Improve public awareness of best practices for and participation in household hazardous waste management and disposal.
- A6.5e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks.

These Plan policies would minimize risks from routine use, transport, handling, storage, and disposal of hazardous materials. Oversight by the appropriate federal, state, and local agencies and compliance with applicable regulations related to the handling and storage of hazardous materials would also minimize the risk of public exposure to these substances. Therefore, this impact would be less than significant.

Mitigation Measures

Impacts would be less than significant without mitigation.

Threshold 3: Would the Plan emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Impact HAZ-2 DEVELOPMENT CARRIED OUT UNDER THE PLAN COULD POTENTIALLY RESULT IN THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS. HOWEVER, COMPLIANCE WITH EXISTING REGULATIONS WOULD MINIMIZE THE RISK OF EXPOSURE TO THESE SUBSTANCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Under the Plan, increased urban infill and reconstruction within the focus areas could increase the quantity of sensitive receptors (including schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities) in areas near industrial and commercial land uses, or vice versa, thereby potentially increasing the risk of exposure to hazardous materials, waste, or emissions within 0.25 mile of an existing or proposed school.

Because the Plan does not involve any specific development projects, the quantity of hazardous materials proposed for use by future commercial and industrial developments in the Plan Area cannot be predicted with certainty. However, accidental release or combustion of hazardous

materials at both existing and new commercial and/or industrial developments in the Plan Area could endanger residents or students in the surrounding community.

Given the urbanized conditions in Montclair and the wide distribution of schools in the Plan Area (public schools are shown in Figure 4.9-3), it is probable that one or more schools currently exist within 0.25 mile of a facility that does or could emit hazardous air emissions or handles hazardous materials or wastes. The California Education Code (Section 17210 *et seq.*) outlines the requirements for siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

All businesses that handle or have on-site transportation of hazardous materials are required to comply with the provisions of the City's Fire Code and any additional elements as required in the California Health and Safety Code Article 1, Chapter 6.95, *Hazardous Materials Release Response Plans and Inventory*. As described under Impact HAZ-1, both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to the regulating agency.

Compliance with the provisions of CalEPA, CalOSHA, and the DTSC, as well as the City's Fire Code, would minimize the risks associated with exposure of sensitive receptors to hazardous materials. With continued implementation of these requirements on all new development in the Plan Area, this impact would be less than significant.

Mitigation Measures

Compliance with existing regulations would reduce impacts to a less than significant level. Therefore, mitigation is not required.

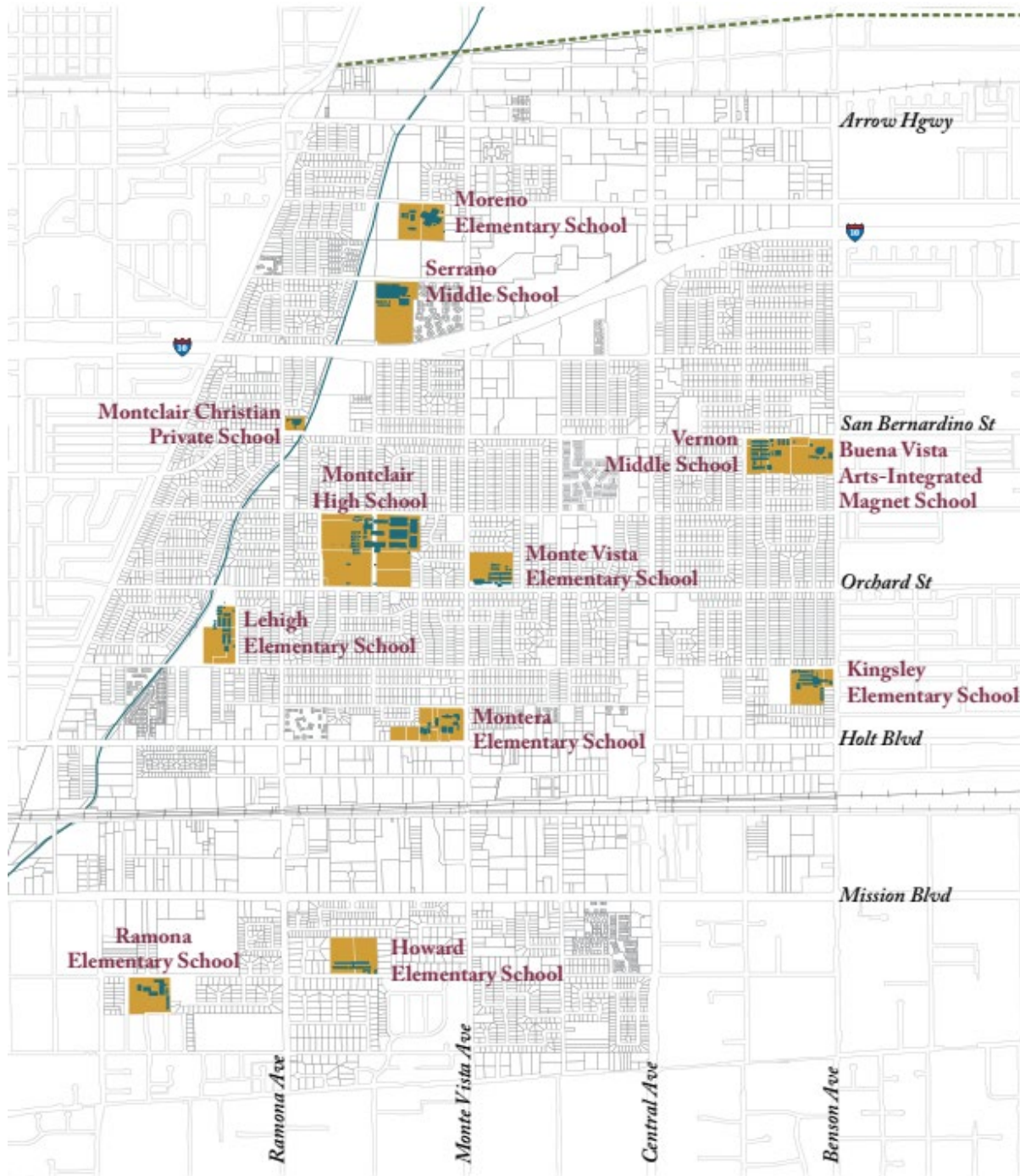
Threshold 4: Would the Plan be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-3 SITES INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 ARE PRESENT IN THE PLAN AREA AND COULD BE SUBJECT TO DEVELOPMENT UNDER THE PLAN. DEVELOPMENT AT THESE SITES COULD CREATE A HAZARD TO THE PUBLIC OR THE ENVIRONMENT, BUT IMPLEMENTATION OF STATE AND LOCAL REGULATIONS AND PLAN POLICIES WOULD ADDRESS THIS ISSUE AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following databases and listings compiled pursuant to Government Code Section 65962.5 were checked on January 18, 2022 for known hazardous materials contamination in the Plan Area:

- USEPA
 - CERCLIS/Superfund Enterprise Management System (SEMS)/Envirofacts database search
- SWRCB
 - GeoTracker search for LUST and other cleanup sites
- DTSC
 - EnviroStor database for hazardous waste facilities or known contamination sites
 - Cortese list of Hazardous Waste and Substances Sites

Figure 4.9-3 Schools In Montclair



Soil and Groundwater Contamination

Unknown Contaminated Sites

Aside from the potential release of hazardous materials from demolition of existing structures in the Plan Area, grading and excavation of sites for future development in the Plan Area resulting from implementation of the Plan may also expose construction workers and the public to potentially unknown hazardous substances present in the soil or groundwater. If any unidentified sources of contamination are encountered during grading or excavation, the removal activities required could pose health and safety risks such as the exposure of workers, materials handling personnel, and the public to hazardous materials or vapors. Such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

The following Plan actions address the potential for encountering unidentified contamination in the Plan Area. Action 6.5c calls on the City to determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. Action 6.5e calls on the City to Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

These policies, and the applicable regulations cited above, would reduce the risk of exposure to hazardous materials through contact with contaminated soils, surface water, or groundwater resources by implementing proper procedures for identifying and remediating any such contamination.

Known Contaminated Sites

Potential hazards to construction workers and the public could also result from construction activities on existing land uses that are known to be contaminated. As discussed in Section 4.9.1, *Environmental Setting* of this chapter and shown in Figure 4.9-2, 19 sites identified as containing or potentially containing hazardous materials contamination are located in the Plan Area. These sites include LUSTs and other hazardous materials sites that are listed by the DTSC. There are two identified sites in the Plan Area that are listed in the CERCLIS database, one of which is also on the NPL. These sites represent potential health hazards and have experienced contamination from the release of hazardous substances. The distribution of contaminated sites shown in Figure 4.9-2 indicates that hazardous materials are predominantly located along major industrial and commercial corridors in Montclair, which is where much of the development is expected to occur under the Plan. However, any new development occurring on these documented hazardous materials sites, depending on its status and subsequent required action, would be preceded by remediation and cleanup under the supervision of the DTSC before construction activities could begin.

It is also possible that USTs that were in use prior to permitting and record keeping requirements may be present in the Plan Area. If an unidentified UST were uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing San Bernardino County standards as enforced and monitored by the County Department of Environmental Health. The extent to which groundwater may be affected, if at all, depends on the type of contaminant, the amount released, and depth to groundwater at the

time of the release. If groundwater contamination is identified, remediation activities would be required by the RWQCB prior to commencement of any new construction activities. Additionally, if contamination exceeds regulatory action levels, the developer would be required to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or RWQCB (depending upon the nature of any identified contamination).

Implementation of existing state and local regulations would reduce the potential significance of impacts related to contaminated sites to a less than significant level.

Mitigation Measures

Compliance with existing regulations and Plan policies would reduce impacts to a less than significant level. Therefore, mitigation is not required.

Threshold 5: 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 Plan result in a safety hazard or excessive noise for people residing or working in the Plan Area?

Impact HAZ-4 A PORTION OF THE PLAN AREA IS IN COMPATIBILITY ZONE E OF THE CABLE AIRPORT INFLUENCE AREA, WHICH CONTAINS SOME RESTRICTIONS ON DEVELOPMENT IN THIS ZONE TO HELP AVOID SAFETY HAZARDS. ADDITIONALLY, THE PLAN STATES THAT AIRCRAFT NOISE IS NOT A MAJOR NOISE SOURCE. AS SUCH, THE PLAN WOULD NOT HAVE SUBSTANTIAL NOISE AND SAFETY IMPACTS RELATED TO AIRPORTS, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Safety hazards associated with airports are generally related to construction of tall structures that could interfere with airplane flight paths, or with increasing the number of people working or residing in areas subject to crash hazards. The closest airport to the City of Montclair is Cable Airport, a small public airport approximately one mile north of the Plan Area in the neighboring City of Upland.

According to the Cable Airport Land Use Compatibility Plan (CALUCP), a section of northern Montclair is in compatibility Zone E of the airport's influence area. Zone E signifies that the area will have low noise impact with a Community Noise Equivalent Level (CNEL) beyond 55 CNEL contour and occasional overflights intrusive to some outdoor activities. The risk level of safety and airspace protection factors is also deemed low with less than 10 percent of near-airport accidents taking place at this distance from the runway (City of Upland 2015). Most development in compatibility Zone E is unrestricted by the CALUCP, with the exception of hazardous materials storage facilities and primary power plants. However, these facilities may still be allowed within Compatibility Zone E if alternative sites outside the compatibility zones would not serve the intended function of the facility (City of Upland 2015). Additionally, as stated in Chapter 5, *Our Healthy Community* of the Plan, aircraft noise is not a major noise source in the City. Therefore, safety hazard and excessive noise impacts for people residing or working in the Plan Area would be less than significant.

Mitigation Measures

With compliance with existing regulations, the Plan's noise and safety hazard impacts relating to airports would be less than significant and therefore mitigation is not required.

Threshold 6: Would the Plan impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-5 POLICIES INCLUDED IN THE PLAN ADDRESS IMPLEMENTATION OF ADOPTED EMERGENCY RESPONSE AND EVACUATION PLANS. THEREFORE, THE PLAN WOULD NOT RESULT IN INTERFERENCE WITH THESE TYPES OF ADOPTED PLANS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

With additional population growth that could result from implementation of the Plan, plus regional traffic growth, traffic conditions in and around Montclair could become more congested (for more discussion of this issue, see Chapter 4.17, *Transportation*). In the event of an accident or natural disaster, this increase in traffic may impede the rate of evacuation for the City's residents. Concurrently, the response times for emergency medical or containment services could also be adversely affected by increased traffic.

The City of Montclair has an Emergency Operations Center and is organized through five sections: management, operations, finance/administration, planning/intelligence, and logistics. City personnel and representatives operate within the SEMS and NIMS. Montclair is part of the OACC, which has a representative from each jurisdiction within the Operational Area. This Council works along with local governments, the County of San Bernardino Office of Emergency Services, the California Emergency Management Agency, and the Federal Emergency Management Agency (FEMA) to better prepare and plan for potential disasters within California. Exchanging critical preparedness information and discussing resources are functions of the Council that better prepare the City, county, and State for man-made and natural disasters.

The Plan includes the following policies and actions regarding emergency response and evacuation plans:

- A4.1c Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity ,or emergency first responders, bicycles, and pedestrians.
- A6.3a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

P6.4 Maintain a current Emergency Operations Plan.

P6.5 Minimize damage and maximize resilience from emergencies.

Development carried out under the Plan would be required to adhere to the MMC's and Emergency Plan.

For all the reasons discussed above, the Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures

None required beyond compliance with applicable Plan policies.

Threshold 7: Would the Plan expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Impact HAZ-6 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT IMPACTS FROM WILDLAND FIRES. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT

The majority of the Plan Area is already developed and built out. Most development carried out under the Plan would be infill development and would not occur in areas highly susceptible to wildland fires. As discussed in Chapter 4.2 *Wildfire*, the Plan Area is not located in a high or very high fire hazard severity zone according to the Fire Hazard Severity Zones Map (CALFIRE 2022). Impacts relating to wildland fires would be less than significant.

Mitigation Measures

This impact would be less than significant, and mitigation is not required.

c. Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis. As discussed in the impact analysis, development carried out under the Plan may increase the potential for community risk from hazards and hazardous materials. However, all individual developments carried out under the Plan would be subject to Plan policies and existing laws and regulations which would reduce impacts to a less than significant level. Since all projects carried out under the Plan would be subject to these policies and regulations, cumulative impacts would be less than significant. Furthermore, the Plan would not combine with any other projects to substantially increase hazards and hazardous materials impacts, especially since projects outside the Plan Area would be subject to local, state, and federal regulations relating to hazards and hazardous materials. Overall, with implementation of the policies and actions included in the Plan and compliance with existing laws and regulations, the Plan would not make a substantial contribution to cumulative hazards and hazardous materials impacts, and these cumulative impacts would be less than significant.

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4.10 Hydrology and Water Quality

This chapter addresses impacts to the Plan Area's drainage infrastructure, as well as surface water quality impacts, from implementation of the Plan. The City of Montclair obtains its water from the Monte Vista Water District (MVWD). Watershed, groundwater, and water quality information was obtained from the MVWD 2020 Urban Water Management Plan (UWMP 2021), and other supplemental resources.

4.10.1 Environmental Setting

a. Watershed and Surface Water

Montclair is part of the Chino Creek watershed, which is part of the Santa Ana Sub-basin regulated by the Chino Basin Water Conservation District. Surface water runoff from urban and natural areas collects in local creeks and drains into the Chino Groundwater Basin which is in the northern portion of the Upper Santa Ana Valley Groundwater Basin. The Chino Groundwater Basin covers 240 square miles and underlies most of San Bernardino County, although small portions are in Riverside County and the eastern portion of Los Angeles County. (DWR 2006)

San Antonio Creek, which runs from the northern to the southern parts of Montclair, feeds directly to the Santa Ana River Watershed. The Santa Ana River Watershed is 2,840 square miles and the total length of streams, creeks, and the river itself is 700 miles. The health of these waterways depends on the conditions of the urban and wild areas that feed into the Santa Ana River Watershed. (Chino Basin Water Conservation District 2022)

b. Topography

The Plan Area is located near the base of the San Bernardino Mountains on an alluvial plain that gradually slopes downward from these mountains from north to south. Its mean elevation is 1,066 feet above sea level.

c. Groundwater

The Plan Area is served by the MVWD. Groundwater produced from the Chino Groundwater Basin comprises approximately 75 percent of the MVWD's water supply portfolio. MVWD has thirteen active groundwater production wells; four are aquifer storage recovery wells. The total capacity for each well is 31.2 million gallons (MG) per day. (MVWD 2022)

MVWD has an Aquifer Storage and Recovery Program consisting of four wells. The aquifer storage recovery wells improve water supply and groundwater quality by managing the groundwater basins or aquifers as underground reservoirs by injecting high quality water into the ground when there is plenty of water, usually during winter. This creates a zone of higher quality water to be recovered later. This program improves water quality for the community and decreases long term costs for blending or wellhead treatment of water. (MVWD 2022)

Supplemental water that cannot be supplied by groundwater is obtained from the Metropolitan Water District of Southern California (MWD). Roughly 25 percent of the MVWD's water supply is obtained from imported surface water that originates from northern California and is transported via the State Water Project's California Aqueduct to Lake Silverwood in the San Bernardino mountains. This water is extracted from the lake and directed to the Rialto Feeder, a large pipeline,

owned by MWD, that travels along the foothills, delivering water to area surface water treatment plants.

DAM INUNDATION

Dam failure is considered in the City of Montclair's Hazard Mitigation Plan – a comprehensive description of the City's commitment to reduce or eliminate the impacts of disasters developed in conjunction with the San Bernardino County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (City of Montclair 2012). Engineering studies of the San Antonio Dam indicate that a breach or large release of water from the dam would inundate the northern region of Montclair. Figure 4.10-1 below shows the San Antonio Dam Emergency Plan Inundation Map. This map was prepared by the United States Army Corps of Engineers (USACE) in February 1986 and is based on the three scenarios listed below:

1. Breaching at the westerly abutment
2. Breaching at the midpoint
3. Breaching at the easterly abutment

Should a breach in the San Antonio Dam occur, the water released would flow in a southerly direction through Upland and into Montclair. The extent of water flow and/or potential damage after the dam is compromised is hard to predict. The dam water level, and the severity of the fracture, will dictate the flow of water and its impact on Montclair. Most flooding would be expected in the northern part of the Montclair if there is a dam failure or large water release. Additionally, flooding could occur along the flood channels within the Plan Area. While the probability of this hazard occurring is unlikely, the impact may be critical depending on the amount of water that breaches or is released from the dam (City of Montclair 2012).

FEMA 100- AND 500-YEAR FLOOD HAZARDS

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. As shown in Figure 4.10-2, the Plan Area is not in or in proximity to a 100-year or 500-year floodplain and is designated as an area of minimal flood hazard. Flooding in the Plan Area is limited to localized problem areas resulting from inadequate drainage capacity.

Figure 4.10-1 San Antonio Dam Inundation Map

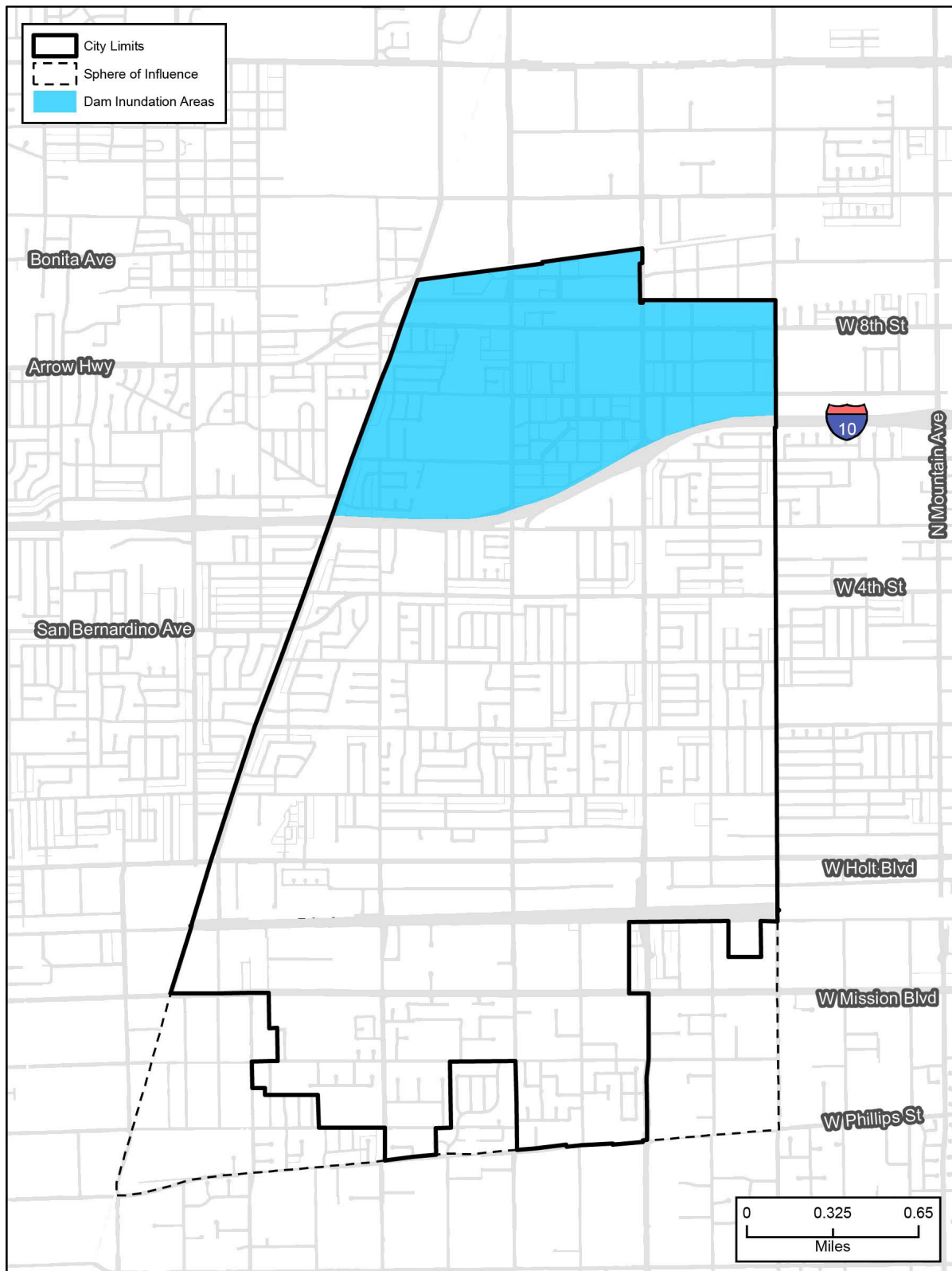
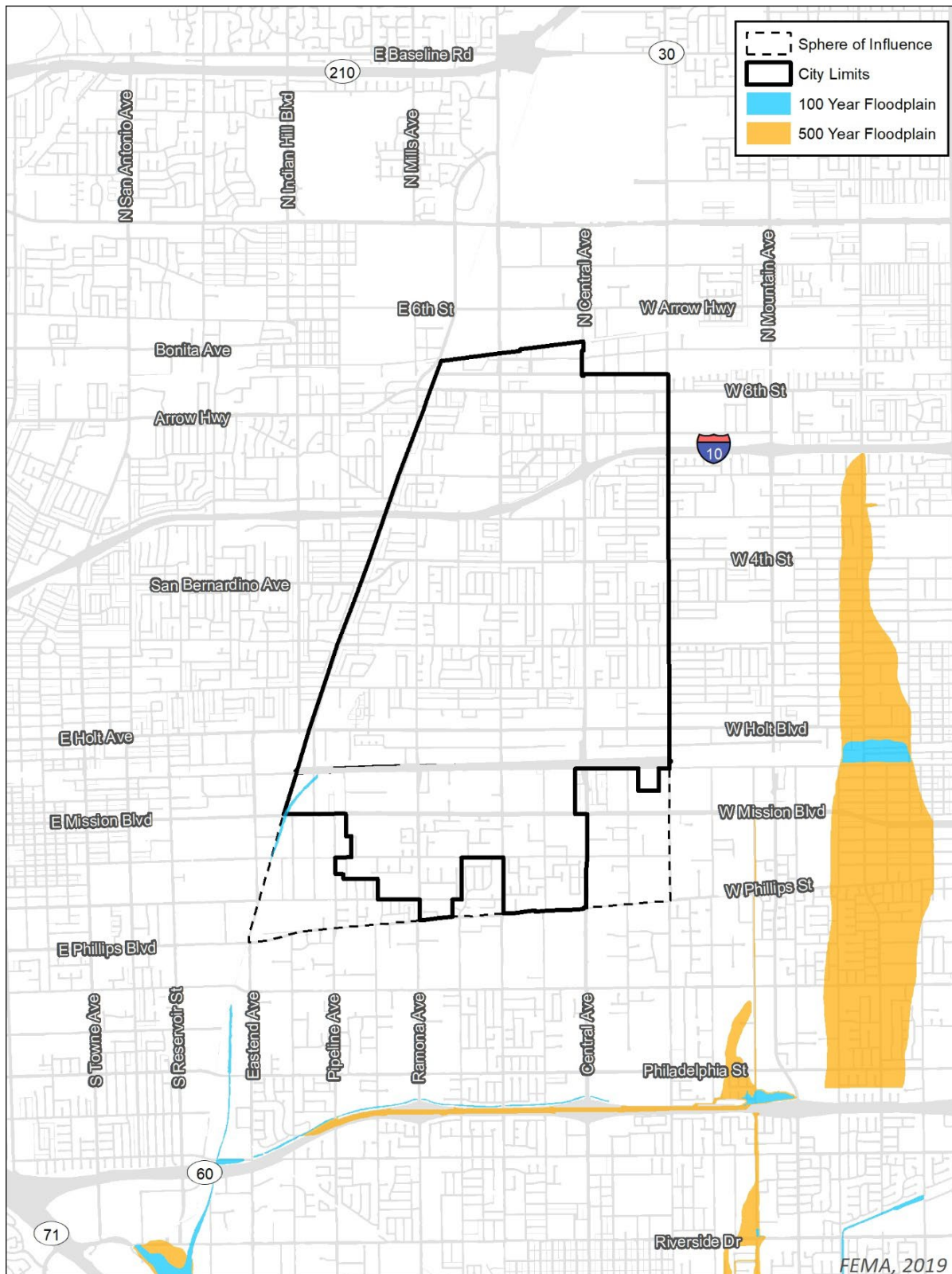


Figure 4.10-2 FEMA Flood Zones



d. Water Quality

The primary sources of pollution to surface and groundwater resources include the following:

- Stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria
- Illegal waste dumping and stormwater runoff that can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals

MVWD conducts regular water quality testing and releases an annual water quality report. To develop these reports, MVWD collects water samples from 16 California State Water Resource Control Board (SWRCB)-approved locations evenly dispersed throughout their distribution system every week, as well as from each of MVWD's active wells each month. In all, every year MVWD collects thousands of water samples that are analyzed for 88 different contaminants. The SWRCB allows MVWD to monitor for some contaminants less than once per year because the concentrations of these contaminants do not change frequently.

State-of-the-art technologies are used to treat and test the water served to MVWD's customers. To ensure proper disinfection, MVWD adds chlorine in the form of sodium hypochlorite, a chemical similar to household bleach, to the water supply produced by its groundwater wells. The chlorine kills harmful bacteria and viruses that might enter the system via a broken main or well contamination. Treated water from the Agua de Lejos Treatment Plant and the City of Upland's distribution system is introduced directly into MVWD's distribution system. Groundwater produced by the majority of MVWD's wells requires minimal treatment prior to distribution. However, the groundwater basin from which MVWD draws water has areas of high concentrations of nitrates, which at certain levels may pose a health risk to vulnerable populations. One of MVWD's newest wells is equipped with an ion exchange treatment facility that removes nitrates from the pumped groundwater. MVWD also operates three nitrate blending facilities that ensure nitrate levels in water entering the distribution system meets drinking water requirements. (MVWD 2020)

4.10.2 Regulatory Framework

a. Federal

Clean Water Act

The federal Clean Water Act (CWA), enacted by Congress in 1972 and amended several times, is the primary federal law regulating water quality in the United States. The CWA established the basic structure for regulating discharges of pollutants into jurisdictional waters of the United States and forms the basis for several state and local laws throughout the country. The CWA gives the United States Environmental Protection Agency (USEPA) the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the CWA is administered by the USEPA and, at times, USACE. At the state and regional levels in California, the CWA is administered and enforced by SWRCB and the nine Regional Water Quality Control Boards (RWQCBs) who act under authority granted by Sections 401 and 402 of the CWA. The Plan Area is located within the jurisdiction of the Santa Ana RWQCB.

Clean Water Act Section 303(d): List of Impaired Water Bodies

Section 303(d) of the CWA requires states, territories, and tribes to identify water bodies that do not meet the water quality objectives (WQOs) for their designated beneficial uses. Each state must submit an updated biennial list of water quality impaired water bodies, called the 303(d) list, to the USEPA. The 303(d) list also identifies the pollutant(s) or stressor(s) causing water quality impairment and establishes a priority for developing a control plan to address the impairment. If a water body is designated as “impaired,” then a Total Maximum Daily Load (TMDL) is developed and identified for the affected water body. A TMDL establishes the maximum daily amount of a pollutant allowed in an identified water body and is used as a planning tool in addressing water quality impairments and improving water quality. San Antonio Creek, located on the western edge of the Plan Area, is listed as an impaired body of water.

Clean Water Act Section 401

Under Section 401 of the CWA, the USEPA can approve State agencies to be the authority implementing the Acts’ provisions in that State, including implementation of Sections 303 and 402 (see below). The SWRCB is the USEPA-designated authority in California and delegates regional authority to the nine RWQCBs, which in turn have regulatory authority over actions in waters of the U.S. and Waters of the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the USACE under Section 404 of the CWA, described below). In effect, this section requires the issuance of certification by a RWQCB as a condition of issuance of such federal permits and provides that projects for which the State does not issue water quality certification cannot obtain other federal permits.

Clean Water Act Section 402 and the National Pollutant Discharge Elimination System

Section 402 of the CWA regulates point-source discharges to surface waters and requires that all construction sites on an acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into waters of the U.S. must obtain permission under the National Pollutant Discharge Elimination System (NPDES). All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

In California, the NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The CWA prohibits discharges of stormwater or wastewater unless the discharge is in compliance with an NPDES permit. Municipal stormwater and wastewater discharges from Municipal Separate Storm Sewer Systems (MS4s) and all other discharges are regulated by the local permitting authority where USEPA has approved the agency. Most MS4 Permits are tailored versions of general USEPA permits, while many industrial discharge permits are individual permits created for the specific discharge requirements of the project.

Clean Water Act Section 404

Under Section 404 of the CWA, proposed discharges of dredged or fill material into waters of the U.S. require USACE authorization. Waters of the U.S. generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands (with the exception of isolated wetlands). The USACE identifies wetlands using a multi-parameter approach, which requires positive wetland indicators in three distinct environmental categories: hydrology, soils, and vegetation.

According to the USACE (1987) Wetlands Delineation Manual, Regional Supplement for the Arid West, except in certain situations, all three parameters must be satisfied for an area to be considered a jurisdictional wetland. Applications for CWA Section 404 permits must show the applicant has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable
- Minimized unavoidable impacts on waters of the U.S. and wetlands
- Provided mitigation for unavoidable impacts.

Safe Drinking Water Act

The Federal Safe Drinking Water Act was enacted in 1974, allowing the USEPA to promulgate national primary drinking water standards specifying Maximum Contaminants Levels (MCLs) for each contaminant present in a public water system (any water system that provides drinking water to 25 or more people) with an adverse effect on human health. Primary MCLs have been established for approximately 90 contaminants in drinking water. The USEPA has also adopted secondary MCLs as non-enforceable guidelines for contaminants that may cause cosmetic or aesthetic effects. States have the discretion to adopt them as enforceable standards. USEPA has delegated to the SWRCB the responsibility for administering California's drinking-water program. In 1976, California adopted its own safe drinking water act (see *California Safe Drinking Water Act* described below).

National Flood Insurance Act/ Flood Disaster Protection Act

The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of regulatory floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones.

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event.

FEMA has also developed requirements and procedures for evaluating earthen levee systems and mapping the areas affected by those systems. Levee systems are evaluated for their ability to provide protection from 100-year flood events and the results of this evaluation are documented in the FEMA Levee Inventory System. Levee systems must meet minimum standards and must be maintained according to an officially adopted maintenance plan. Other FEMA levee system evaluation criteria include structural design and interior drainage.

In 2000, FEMA adopted revisions to 44 CFR, known as the Disaster Mitigation Act (DMA) or DMA 2000. Section 322 (a-d) of the DMA 2000 requires local governments to have a Hazard Mitigation Plan as a condition of receiving federal disaster mitigation funds, which must:

- Describe the process for assessing hazards, risks, and vulnerabilities
- Identify and prioritize mitigation actions

- Solicit input from the community (public), key stakeholders, and adjacent jurisdictions and agencies

b. State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) is the primary statute addressing surface water quality in California. Under Porter-Cologne and Section 401 of the CWA, the SWRCB has authority over the State's water quality policy as long as it meets USEPA minimum standards. The SWRCB administers surface water rights, water pollution control, and water quality functions throughout the state, while the nine RWQCBs conduct planning, permitting, and enforcement activities. The RWQCBs also regulate water quality under Porter-Cologne through the regulatory standards and objectives set forth in Water Quality Control Plans (also referred to as Basin Plans) prepared for each region.

The Plan is in the jurisdiction of the Santa Ana RWQCB, which includes most of Orange, San Bernardino, and Riverside Counties. Per the requirements of the CWA and the California Porter-Cologne Act, the Santa Ana RWQCB has prepared a Basin Plan for the watersheds under its jurisdiction. The Basin Plans from all nine of the RWQCBs and the California Ocean Plan (prepared and implemented by SWRCB) collectively constitute the State Water Quality Control Plan.

The Santa Ana RWQCB Basin Plan has been designed to support the intentions of the CWA and the Porter-Cologne Act by:

- Characterizing watersheds within the Santa Ana Region
- Identifying beneficial uses that exist or have the potential to exist in each water body
- Establishing WQOs for each water body to protect beneficial uses or allow their restoration, and
- Providing an implementation program that achieves water quality objectives. Implementation program measures include monitoring, permitting, and enforcement activities

Per the requirements of CWA Section 303(c), the Basin Plan is reviewed every three years and revised as necessary to update the plan and meet new legislative requirements.

The Basin Plan identifies beneficial uses of surface water bodies within its jurisdiction, which are used to establish WQOs as discussed above for Section 303(d), and to set discharge prohibitions to protect water quality as discussed above for Section 402.

As previously discussed, regarding Section 303(d) of the CWA, WQOs are the limits or levels of pollutant constituents or the characteristics of a water body that are established by the Santa Ana RWQCB for the reasonable protection of beneficial uses of water. WQOs are numeric limits and narrative objectives designed to ensure that bodies of water in the state can support their designated beneficial uses. At concentrations equal to or greater than the numeric objectives, constituents (or pollutants) are considered to have impaired the beneficial uses of the state's water. In some cases, objectives are narrative (qualitative), rather than numerical. Beneficial uses for San Antonio Creek in Montclair include Municipal Water Supply (potential), Agricultural Supply, Industrial Service Supply, Industrial Process Supply, Groundwater Recharge, Hydropower Generation, Water Contact Recreation, and Non-contact Water Recreation.

California Safe Drinking Water Act

The USEPA has delegated to the California Department of Public Health responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (contained in the Health and Safety Code) and adopted implementing regulations (contained in California Code of Regulations Title 22). California's program sets drinking water standards that are at least as stringent as the Federal standards. Each community water system also must monitor for a specified list of contaminants, and the monitoring results must be reported to the state. Responsibility for the state's Drinking Water Program was transferred from the Department of Public Health to the Division of Drinking Water, which is a division of the SWRCB that was created in July 2014.

California Construction Stormwater Permit

As the lead permitting authority in California, the SWRCB adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities ([Construction General Permit or CGP], Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The order applies to construction sites or other projects that include one or more acre of soil disturbance, as required by the CWA, but also to projects that disturb less than one acre but which, in the local RWQCBs' determination, may pose a threat to water quality. The CGP authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES Permit has been issued to regulate those discharges.

The CGP requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to three Risk Levels established in the CGP
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) which specifies best management practices (BMPs) that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards
- Perform inspections and maintenance of all BMPs

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment and pollutants from construction materials, and address post construction runoff. The SWPPP also includes a plan for inspection and maintenance of all BMPs, as well as procedures for altering or increasing BMPs based on changing project conditions.

Sustainable Groundwater Management Act

In September 2014, the state passed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act (SGMA, Water Code Section 10720 et seq.) gives local agencies the power to sustainably manage groundwater. It required DWR to establish priority levels for groundwater basins within the State based on their level of overdraft and required Groundwater Sustainability Agencies (GSAs) to form and to develop Groundwater Sustainability Plans (GSPs) for medium- and high-priority

groundwater basins that would bring the basins into sustainability by 2040 or 2042. Basins determined to be in critical overdraft were required to develop GSPs first. DWR is behind in the process of determining its approval of submitted GSPs for non-critical basins and was required to issue final notices of approval or disapproval by January 31, 2022.

California Green Building Standards Code (CalGreen)

The California Green Building Standards Code (California Code of Regulations Title 24 CCR, Part 11) includes mandatory measures for residential and nonresidential development. For example, Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development to manage stormwater drainage during construction through on-site retention basins, filtration systems, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff from construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes. Section 5.303 sets measures for indoor water use for non-residential development requiring metering devices to conserve water.

c. Local

San Bernardino County, Flood District, and Incorporated Cities NPDES Permit

Polluted stormwater runoff commonly flows through MS4s and discharges into local water bodies. To prevent harmful pollutants from flowing or being dumped into MS4s, certain operators are required to obtain NPDES permits and develop stormwater management programs. San Bernardino County and the City of Montclair are both co-permittees of the regional NPDES Permit for the San Bernardino County Flood Control District, San Bernardino County, and the Incorporated Cities of San Bernardino County (Order No. R8-2010-0036, NPDES No. CAS004002, the County Permit). In accordance with the County Permit, all new development projects equal to one acre or greater of disturbed area and that add more than 10,000 square feet of impervious surface area are required to control pollutants, pollutant loads, and runoff volume emanating from impervious surfaces through infiltration, storage for reuse, evapotranspiration, or bioretention/ biofiltration.

The San Bernardino County Stormwater Pollution Prevention Program implements the County Permit through review of proposed land development projects for compliance with water quality requirements. The San Bernardino County Stormwater Pollution Prevention Program's review process generally focuses on the following areas:

- Post-construction impact of new development and redevelopment projects on stormwater runoff
- Construction, demolition, or soil disturbance impact on stormwater runoff
- Proposed land use impact on surface water quality
- Compliance with the County General Plan and Area Plans as related to surface water and stormwater quality
- Potential impact of stormwater discharge from material storage areas, vehicle or equipment fueling areas, vehicle or equipment maintenance (including washing) areas, waste handling areas, hazardous materials handling or storage areas, delivery areas or loading docks, or other outdoor work areas
- Potential of stormwater discharge to impair the beneficial uses of the receiving waters

- Potential impact of stormwater discharge to cause significant harm on the biological integrity of the waterways and waterbodies
- Potential for significant changes in the flow velocity or volume of storm water runoff to cause harm to or impair the beneficial uses of natural drainage systems; and
- Potential for significant increases in erosion at the project site or surrounding areas (County of San Bernardino 2020b)

San Bernardino County Stormwater Quality Management Ordinance for Unincorporated Areas

Code No. 4450 protects stormwater quality in the County's unincorporated area. The ordinance requires new development projects to submit a Post-Construction Stormwater Management Plan to the County, demonstrating how post-construction stormwater runoff control measures will be implemented. This ordinance supplements implementation of the San Bernardino County MS4 Permit.

Montclair Municipal Code Chapter 9

Regulations pertaining to drainage control and water quality are also contained within Chapter 9 of the Montclair Municipal Code (MMC).

Under the provisions of MMC Section 9.24.050, no person shall construct or modify or cause to be constructed or modified any structure, facility, or appurtenant items that may alter the normal functioning of the City storm drain system, including actions that may alter the capacity, fall, or structural integrity of a storm drain, channel, or related structure without written approval of the City Engineer.

Any new development or redevelopment project is required to comply with MMC Section 9.24.070, Compliance with BMPs, prior to issuance of any permit. Any person undertaking any activity or operation in the City that could potentially cause or contribute to stormwater pollution or a discharge to stormwater to the City storm drain system shall implement BMPs as listed in the current California Storm Water Quality Association Handbooks to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City storm drain system to the maximum extent practicable or to the extent required by law.

According to MMC Section 9.14.100, permits are required for the construction or modification of any storm drain or conveyor of drainage waters and appurtenant items within dedicated easements, rights-of-way, or public places and/or facilities; or within private property that may directly or indirectly cause discharge into the City storm drain system. Indirect discharges include, but are not limited to, under-sidewalk drains, driveway approaches, and unrestricted sheet flow.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the potential environmental impacts of the Plan relevant to hydrology and water quality. The impact analysis is based on an assessment of baseline conditions for the Plan Area, including watershed and surface waters, topography, groundwater, flood hazards, and water quality, as described in Section 4.10.1, *Environmental Setting*. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the Plan. This section describes impacts in terms of

location, context, duration, and intensity, and recommends mitigation measures, when necessary, to avoid or minimize impacts.

According to CEQA Guidelines Appendix G, impacts related to hydrology and water quality would be potentially significant if implementation of the Plan would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. 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:
 - a. Result in substantial erosion or siltation on- or off-site;
 - b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - c. 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; and/or
 - d. Impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and/or
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact HWQ-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN COULD INCREASE POLLUTANTS IN STORMWATER AND WASTEWATER, BUT PLAN POLICIES AND EXISTING REGULATIONS WOULD ENSURE THAT WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS WOULD NOT BE VIOLATED. THEREFORE, IMPACTS TO WATER QUALITY WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activities carried out under the Plan could include road improvements, installation and realignment of utilities, demolition of existing structures for replacement, new development, and the potential replacement and/or improvement of drainage facilities. Water quality degradation from construction would be specific to each site within the Plan Area, and thus would depend largely on the areas affected, the length of time soils would be subject to erosion, and what construction activities would be carried out on the site. As described in Chapter 2, *Project Description*, new development carried out under the Plan would generally result in re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in certain areas focused around the main roadway corridors of the Plan Area (i.e., Arrow Highway Mixed-Use District, North Montclair Downtown Specific Plan

(NMDSP), Montclair Place District Specific Plan (MPDSP), Central Avenue Corridor, Holt Boulevard Corridor, and the Mission Boulevard Corridor).

Temporary soil disturbance would occur due to construction of future developments carried out under the Plan as a result of earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Plan Area. The types of pollutants contained in runoff from construction sites in urban areas typically include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

Areas that disturb one or more acres of land surface are subject to the CGP. Montclair requires the preparation of a Water Quality Management Plan (WQMP) to obtain coverage with the CGP. A WQMP combines practices into the landscape, irrigation, and grading design plans to minimize runoff and increase retention and infiltration, emphasizing Low-Impact Design (LID) practices. Each project shall incorporate stormwater management practices into the project design that minimize runoff, increase onsite infiltration, and improve water quality as necessary to comply with applicable stormwater regulations. Prior to submitting an application for a plans examination, grading permit or building permit, all qualifying land development/redevelopment projects are required to submit and receive approval from the City for a WQMP. The WQMP is required to identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during and after construction and be revised as necessary during the life of the project. The WQMP submittal applies to construction projects covered by CGP as well as construction projects less than one acre. No Certificate of Occupancy is allowed be issued for a development/redevelopment project without ensuring that all treatment control BMPs as specified in the approved WQMP would be maintained in compliance with the requirements of the municipal permit. To ensure maintenance of BMPs, the owner of the development site is required to enter into a permanent stormwater quality BMP maintenance agreement with the City and have the maintenance agreement recorded at the County of San Bernardino (MMC 2021).

All new development would be subject to the CGP, County Permit, and the MMC, which would reduce the risk of short-term erosion resulting from drainage alterations during construction. BMPs would be required to reduce the discharge of pollutants to the maximum extent practicable, including the removal and lawful disposal of any solid waste or any other substance which, if it were to be discharged to the MS4, would be a pollutant, including fuels, waste fuels, chemicals, chemical wastes and animal wastes, from all parts of the premises exposed to stormwater.

In addition, a number of other Plan goals and policies (as described in Chapter 2, *Project Description*) would serve to improve and enhance groundwater resources with implementation of the project, including P3.11 and P3.12 listed below.

- P3.11 Maintain and enhance water supply agreements and distribution infrastructure to equitably meet projected future water demands through the City through a variety of drought and demand scenarios.**
- P3.12 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.**

Compliance with the regulations discussed above would reduce the risk of water degradation within the Plan Area from soil erosion and other pollutants related to construction activities. Since violations of water quality standards would be minimized, impacts to water quality from construction activities within the Plan Area as a whole would be less than significant.

Operation

Montclair is a built-out community, with a very small portion of the Plan Area classified as vacant land. Because the Plan would focus on redevelopment of existing urbanized areas, future development would introduce relatively small amounts of net new impervious surfaces. The following Plan policies would also reduce the amount and impact of impervious surfaces in the Plan Area:

- A1.1f Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration.
- A3.7b Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.

Although the increase in volumes or rates of discharge and associated pollutants in runoff would be minimal, operation of future development could potentially result in the addition of contaminants into both stormwater runoff entering the Plan Area's drainage system and wastewater entering the local wastewater collection and treatment system. If not managed properly, runoff from urban development could contain contaminants such as oil, grease, metals, and landscaping chemicals (pesticides, herbicides, fertilizers, etc.), which could be transported into the City's drainage system and ultimately degrade surface water and groundwater quality.

Under the County Permit, all existing and future municipal and industrial discharges to surface waters within the Plan Area would be subject to regulations limiting pollutants that could be contained in each facility's discharge.

Future developments in the City would also be subject to Chapter 9 of the MMC. As detailed in Section 4.10.2, *Regulatory Framework*, above, new development or redevelopment projects are required to comply with Chapter 9.24.070 of the MMC prior to issuance of any permit, which requires projects to implement BMPs to the maximum extent practicable.

Site-specific post-construction BMPs that mitigate stormwater would be designed and built following design requirements in the County Permit and the MMC. The County Permit establishes limits for the concentration of contaminants entering the storm drain system. Retention, infiltration, bioretention, and biofiltration mitigation BMPs would be used consistent with requirements outlined in the County Permit. The CalGreen building standards apply another set of regulations requiring the implementation of LID features in project design that would further serve to reduce potential impacts.

In addition to stormwater runoff, polluted wastewater could be discharged by development carried out under the Plan. Wastewater generated in the City is treated by the Inland Empire Utilities Agency. The City's wastewater flows to the Carbon Canyon Wastewater Reclamation Facility in Chino, and a small amount flows to the Regional Plant No. 1 in south Ontario. The Carbon Canyon Wastewater Reclamation Facility in Chino has a treatment capacity of 11.4 million gallons per day with an average of influent wastewater of approximately 7 million gallons per day. These plants are

capable of treating the potential increase in wastewater associated with buildout under the Plan. Ultimately, treatment would produce a high-quality tertiary effluent that could be used for a variety of industrial and irrigation purposes. Chapter 4.19, *Utilities and Service Systems* contains a more detailed description of wastewater services for the Plan Area.

Common sources of groundwater contamination include leaking underground storage tanks, septic systems, oil fields, landfills, and general industrial land uses. Implementation of the Plan would not involve construction of oil fields or landfills. All lots intended for building development are required to be connected to a public sewer system. Furthermore, most infiltration areas would be required through LID regulations to treat runoff and discharges prior to being using for percolation and infiltration. In addition, although it is unlikely the use of underground tanks would be significant throughout the Plan Area, the design and use of such tanks under modern regulations generally ensures that new leaks do not occur; the sources of contamination seen from underground tanks virtually always occur from tanks developed prior to the initial implementation of stringent laws for underground tanks in 1984 and 1988. Therefore, degradation of groundwater quality from these sources would not result from development carried out under the Plan.

For all the reasons discussed above, the Plan would not violate any waste discharge requirements or water quality standards, or otherwise substantially degrade surface or groundwater quality. Therefore, this impact would be less than significant.

Mitigation Measures

Implementation of Plan policies and existing regulations would reduce potential water quality impacts to a less than significant level, so mitigation is not required.

Threshold 2: Would the Plan substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Plan may impede sustainable groundwater management of the basin?

Impact HWQ-2 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE WATER USAGE WITH INCREASED DEVELOPMENT, BUT SUCH INCREASES WOULD BE LESS THAN SIGNIFICANT BECAUSE GROUNDWATER SUPPLY IS NOT RESTRICTED. DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY ALSO INCREMENTALLY INCREASE THE AMOUNT OF IMPERVIOUS SURFACES IN THE PLAN AREA, RESULTING IN INCREASED RUNOFF AND DECREASED PERCOLATION TO THE CHINO SUB-BASIN OF THE UPPER SANTA ANA VALLEY GROUNDWATER BASIN. HOWEVER, WITH IMPLEMENTATION OF PLAN POLICIES AND EXISTING REGULATIONS, THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction activities carried out under the Plan would primarily occur as part of infill/redevelopment. Construction activities such as subterranean excavation of parking garages, below ground building areas, or deeper foundations could encounter groundwater which would then require dewatering. This water is often used during construction for cleaning, dust control, and other uses and thus would replace other construction water supply. In addition, any dewatering discharge would be required to comply with the appropriate Dewatering Permit requirements, such as the Regional De Minimis Threat Discharges NPDES Permit (Order No. R8-2009 0003) or the dewatering requirements of the WQMP. Thus, construction activities would not substantially deplete groundwater supplies.

As described in the Chapter 2, *Project Description*, for most of the Plan Area the Plan preserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods. In general, new development carried out under the Plan would result in

re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. With development of these areas, the amount of impervious surface in the Plan Area might incrementally increase; however, due to the increased use of modern requirements such as LID requirements and post-construction BMPs regarding infiltration, recharge, and on-site detention/retention of stormwater runoff, the net amount of impervious surface in the Plan Area may actually decrease. In addition, new development carried out under the Plan would primarily consist of infill in already urbanized areas, where increases in impervious surfaces would be minimal. Thus, development carried out under the Plan would not substantially interfere with groundwater recharge.

New development carried out under the Plan would increase demand for water, some of which would derive from groundwater sources, since groundwater is a part of the supply mix for the Plan Area. The City would require projects to implement LID practices that improve groundwater recharge and groundwater quality. In addition, the Plan goals and policies listed below would serve to improve and enhance groundwater resources:

P3.8 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.

P3.9 Serve as a key member in regional watershed enhancement and management efforts.

A3.9a Review updates of and contribute to future updates of the Santa Ana River Watershed One Water, One Watershed integrated regional water management plan.

A3.9b Coordinate with Chino Basin Water Conservation District to determine opportunities for improving infiltration opportunities for the City's groundwater recharge basins and for involvement in regional projects.

The underlying Chino Groundwater Basin is not a medium- or higher priority basin under the DWR classification required by SGMA; it is classified as 'Very Low Priority' and does not have a SGMA GSA. Further information on the supply mix for the Plan is contained in Chapter 4.19, *Utilities and Service Systems*, where it is detailed that there is ample water supply available for the Plan's operation regardless of the groundwater mix for any given year. Therefore, as groundwater supply is sufficient, the Plan would not impact groundwater supplies and impacts would be less than significant.

Mitigation Measures

Implementation of the Plan would not substantially deplete groundwater or recharge supplies, so mitigation is not required.

- Threshold 3.a:** Would the Plan 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 result in substantial erosion or siltation on- or off-site?
- Threshold 3.b:** Would the Plan 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- Threshold 3.c:** Would the Plan 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 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?
- Threshold 3.d:** 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 impede or redirect flood flows?

Impact HWQ-3 DEVELOPMENT CARRIED OUT UNDER THE PLAN COULD ALTER THE EXISTING DRAINAGE PATTERN IN SOME PARTS OF THE PLAN AREA. HOWEVER, IMPLEMENTATION OF GOALS AND POLICIES INCLUDED IN THE PLAN, AND ENFORCEMENT OF EXISTING REGULATIONS, WOULD PROTECT THE PLAN AREA'S EXISTING DRAINAGE PATTERN FROM SUBSTANTIAL ALTERATION. THESE IMPACTS WOULD THEREFORE BE LESS THAN SIGNIFICANT.

Construction activities associated with development carried out under the Plan would involve stockpiling, grading, excavation, dredging, paving, and other earth-disturbing activities resulting in the alteration of existing drainage patterns. As described in Impact HWQ-1 and Impact HWQ-2, policies are in place that would maximize stormwater infiltration and/or infiltration through use of low-impact development methods, and compliance with the County Permit, the CGP, and the MMC would reduce the risk of short-term erosion resulting from drainage alterations during construction. Therefore, construction-related erosion and siltation impacts would be less than significant.

Development carried out under the Plan would not involve the alteration of any stream, and alteration of drainage channels such as stormwater gutters would occur under permit limitations as defined in MMC Section 9.14.100. In addition, future development would be primarily infill in nature and would therefore only create an incremental expansion in the quantity of net new impervious surfaces such that sheet flow or other runoff types would be altered. The post-construction requirements of the CGP and County Permit require demonstration that post-construction runoff rates from development will not be significantly altered from their prior state. LID site planning principles in the County and CGP permits, the MMC, and Plan Policies such as P1.6, and P3.7 – P3.10 would minimize other changes to drainage patterns.

Any discharges into surface water would be required to comply with hydromodification permit limitations specifically designed to ensure there is no alteration to the flow rates of nearby streams, which would minimize erosion and siltation impacts to streams. The hydromodification

requirements of the County Permit and the MMC, especially Section 9.24.050, which expressly prohibits alteration of stormwater infrastructure capacity or channelization without City Engineer approval, would ensure that post-construction runoff caused by development carried out under the Plan would not increase runoff from project sites enough to cause sheet or channeled flooding or to overwhelm the capacity of existing infrastructure without being required to construct upgrades to the system to ensure continued capacity is maintained. In addition, development requirements of the San Bernadino County Flood District as implemented through the MMC would also ensure that existing floodways and channels would not be altered or impaired; as depicted in Figure 4.10-2, there is little floodway channelization in the area, and any impact to it would be highly regulated and most likely come under authority of the USACE.

Existing hydromodification requirements would ensure that impacts to siltation into area streams, flooding from runoff, alteration of system capacity, or impedance of existing floodways would be less than significant.

Mitigation Measures

Implementation of Plan policies and existing regulations would reduce impacts to a less than significant level, so mitigation is not required.

Threshold 4: In flood hazard, tsunami, or seiche zones, would the Plan risk release of pollutants due to project inundation?

Impact HWQ-4 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD NOT SITE NEW MAJOR SOURCES OF POLLUTANTS WITHIN FLOOD HAZARD ZONES OR INCREASE THE RISK OF INUNDATION OF EXISTING SOURCES OF POLLUTANTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is in an inland part of Southern California and is not designated as a Tsunami Inundation Area according to the California Department of Conservation's Tsunami Inundation Maps (2009). It is therefore not at risk of being impacted by a tsunami. The Plan Area is also not near any large bodies of water subject to seiche.

The FEMA Flood Map Service Center provides site-specific Flood Hazard Map relevant to the Plan Area (Map No. 06071C8605H, Effective Date August 28, 2008; FEMA 2008), which is depicted above in Figure 4.10-2. This map shows that the Plan Area is not in the 100-year flood hazard area and is designated as an area of minimal flood hazard.

The hydromodification requirements discussed under Impact HWQ-3, above, would ensure that development under the Plan would not cause or accelerate the potential for flooding; new development that meets current standards related to detention/retention of site runoff would be expected to incrementally reduce overall flood hazards.

The Plan includes an element of increased use of Commerce land designation. Such components may require the siting of new storage of pollutants within the Plan Area, depending on the commercial uses built in the Plan Area (i.e., dry cleaners, printing facilities, automotive retail, etc.). However, as depicted in Figure 4.10-2, no such pollutant storage would be sited within the designated flood hazard zone because under the Plan no development is situated within the 100-year floodplain. Therefore, the Plan would not site new sources of pollutants within a flood hazard area, thereby risking release of pollutants from inundation, and impacts would be less than significant.

Mitigation Measures

Implementation of Plan policies and existing regulations would reduce impacts related to inundation chance to a less than significant level, and no new siting of pollutants within an area at risk for inundation would occur. Therefore, mitigation is not required.

Threshold 5: Would the Plan conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HWQ-5 THE PLAN WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE BASIN PLAN OR ANY EXISTING GROUNDWATER MANAGEMENT PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed in impact discussions HWQ-1 and HWQ-2, future development would be subject to federal, state, and local standards and regulations protecting water quality and hydrological resources, including permit requirements designed to ensure implementation of the Santa Ana RWQCB Basin Plan. Specifically, the County Permit would regulate any discharges affecting San Antonio Creek to ensure the beneficial uses for it listed in the Basin Plan are not impaired. In addition, the Plan includes the following policies and actions to support stormwater management and improve water quality:

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.

A1.1g Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.

P3.7 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts and ensures that storm flows are efficiently routed to regional drainage

P3.7a Continue to regularly update the City Master Plan of Drainage and associated capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements.

P3.7b Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.

P3.7c Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City.

A3.11c Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Chino Basin Water Conservation District on maximizing infiltration capacity of the Montclair Recharge Basins.

P5.2 Provide safe, clean drinking water to all.

A5.2 Continue to support the local water district in its efforts to improve water quality.

A7.3a Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty.

Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and the waste

discharge requirements of the County Permit and MMC, which are set to maintain compliance with the goals of the Basin Plan. Impacts related to obstruction of a water quality control plan would be less than significant.

As discussed under *Environmental Setting* and impact discussion HWQ-2, above, groundwater use by projects carried out under the Plan is not anticipated to cause significant impacts to groundwater levels because the Chino Groundwater Basin is determined to be a 'very low' priority basin by DWR under SGMA, is not in overdraft, and is utilized by numerous water agencies as only a part of the supply mix for the area. In addition, although future project would rely on underlying groundwater for their water supply according to the purveyor's requirements in any given year, there is no GSA with jurisdiction over the Plan Area and thus no GSP in place. Therefore, there is no sustainable groundwater management plan which addresses groundwater underlain by or used by the Plan Area, and groundwater is not expected to be utilized by the projects carried out under the Plan from other basins because existing supply is more than adequate. Impacts related to potential conflicts with or obstruction of a sustainable groundwater management plan would be less than significant.

MITIGATION MEASURES

Implementation of Plan policies and existing regulations would reduce impacts to a less than significant level, so mitigation is not required.

CUMULATIVE IMPACTS

The analysis of impacts and regulations relating to hydrology and water quality discussed in this chapter apply to geographic levels at which the impacts could occur (local, regional, basin-wide, watershed-wide, and statewide). Therefore, impacts discussed in this chapter are cumulative in nature because they are addressed at the level at which they would occur, either individually or in combination with other impacts inside or outside of the Plan Area. As discussed above, policies contained in the Plan would reduce impacts to hydrology and water quality to a less than significant level and thus the Plan would not make a substantial contribution to any cumulative hydrology and water quality impacts.

4.11 Land Use and Planning

This section analyzes the Plan's consistency with applicable local, regional, and state land use policies. Consistency with the South Coast Air Quality Management Plan (AQMP) is discussed in Chapter 4.3, *Air Quality*. Potential land use compatibility conflicts associated with Plan-related growth are discussed in other chapters of this EIR, including 4.1, *Aesthetics*; 4.3, *Air Quality*; 4.9, *Hazards and Hazardous Materials*; and 4.13, *Noise*.

4.11.1 Environmental Setting

The Plan Area is currently used for residential, commercial, civic, and industrial uses. The Plan Area is fully urbanized and does not contain farmland or forest land, as shown in Figure 4.2-1 in Chapter 4.2, *Agriculture and Forestry Resources*.

4.11.2 Regulatory Framework

a. Regional

Southern California Association of Governments

Montclair is in the statutory planning area of the Southern California Association of Governments (SCAG). SCAG functions as the federally recognized Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties (the SCAG Region). According to the January 1, 2019 population estimates from the California Department of Finance (DOF), the SCAG region has an estimated population exceeding 19 million in an area of more than 38,000 square miles (SCAG 2020). As the MPO, SCAG develops long-range regional transportation plans in cooperation with the California Department of Transportation and the U.S. Department of Transportation and, utilizing much of the same regional data, prepares and/or assists other agencies in developing the state-required regional sustainable communities strategy; population, housing, and employment growth forecasts; regional transportation improvement programs; regional housing needs allocations (RHNA); and AQMP. Although SCAG has no direct land use authority, generalized land use planning consistency between local jurisdictions and SCAG is required by state law for purposes of meeting state-required environmental quality goals and/or for eligibility for a wide range of transportation and other types of intergovernmental grants and funding programs that have long-range positive environmental impacts.

Regional Comprehensive Plan

SCAG member agencies adopted the most recent Regional Comprehensive Plan (RCP) in 2008. The 2008 RCP contains a general overview of federal, state, and regional plans applicable to the SCAG Region and serves as a comprehensive planning guide for forecast long-range regional growth through 2035. The primary goals of the RCP are to improve the standard of living, enhance the environmental quality of life, and promote social equity. The RCP sets broad goals for the SCAG Region and identified strategies for all levels of government to use in their local decision making. The RCP includes sections for each of the 13 SCAG-designated subregions. Montclair is within the San Bernardino County Transportation Authority /San Bernardino Council of Governments subregion. The RCP is advisory and does not have direct land use authority over cities and counties. SCAG is in the early stages of a comprehensive update to the RCP (SCAG 2022).

Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the companion long-range transportation and sustainability plan to the RCP that looks ahead to 2045 and provides a vision for the future of the regional multi-modal transportation system. The RTP/SCS is a long-range visioning plan that balances the region's projected future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can accommodate projected growth. It outlines more than \$638 billion in transportation system investments through 2040. In June 2020, SCAG received approval of the transportation conformity determination for the 2020-2045 RTP/SCS (Connect SoCal) from the Federal Highway Administration and the Federal Transit Administration.

Assembly Bill (AB) 32, California's Global Warming Solutions Act of 2006, gave the California Air Resources Board (CARB) authority over sources of greenhouse gas emissions, including cars and light trucks. SB 375, authored by Senator Darrell Steinberg, was intended to help California achieve GHG reduction goals for cars and light trucks by changing land use patterns in tandem with regional and local transportation planning to generally reduce vehicle miles travelled which, in turn, reduces GHG emissions. SB 375 required that the RTP include a SCS that demonstrates how the SCAG Region will meet its greenhouse gas (GHG) reduction CARB target. Therefore, there is a direct link between a local general plan being consistent with SCAG's 2020 RTP/SCS and GHG emission reduction.

The SCAG RTP/SCS vision for 2045 includes more compact development and seamless public transit options, including expanded bus and rail service. In this vision, people live closer to work, school, shopping, and other destinations. Their neighborhoods are more walkable and safer for bicyclists. Southern California's vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. Housing across the region is sufficient and affordable and meets forecasted demands of a growing population, largely due to natural increase.

a. Local

City of Montclair

The City of Montclair establishes land use policy and practice in Montclair through its General Plan, various specific plans, and its Municipal Code.

Montclair General Plan

The proposed Plan is a comprehensive update of the City's current General Plan and would thus replace it in every respect. Goals, policies, and actions from the City's current General Plan are therefore not relevant to the impact analysis in this EIR and are therefore not listed in this section.

Montclair Specific Plans

A Specific Plan is a tool for the systematic implementation of a jurisdiction's General Plan within particular geographic areas in a City. It serves as a link between General Plan policies and proposed development in a particular area. A Specific Plan can also be a good tool for creating a "sense of place" in particular areas, because it addresses issues such as the location and intensity of land uses, public streets, water and sewer improvements, development standards, and implementation within that area. The City has adopted four specific plans to govern development in various parts of Montclair:

- The Holt Blvd Specific Plan (SP-1) was adopted in 1991. It covers 2.2 miles along Holt Boulevard from Mills Avenue to Benson Avenue. The primary uses are commercial and industrial. Improvements to the physical area to stimulate commercial and industrial growth is the purpose of SP-1.
- The North Montclair Specific Plan (SP-2) was adopted in 1998. The original purpose of the plan is to guide new growth and redevelopment of the north area of Montclair. It covers 640 acres of the northern portion of the City and borders the cities of Pomona, Upland, and Ontario.
- The North Montclair Downtown Specific Plan (SP-3) was adopted 2006 and amended in 2017. SP-3 was created to meet the needs of the growing northern portion of the City in four phases to create mixed use districts.
- The Montclair Place District Specific Plan (MPDSP) was adopted in 2020. The MPDSP represents the vision for approximately 104 acres of land that includes the existing Montclair Place Mall and surrounding commercial properties. The MPDSP assigns and creates new land use zones for parcels within its Specific Plan Area and provides development standards and architectural guidelines to guide development in the Specific Plan Area through 2040.

The standards of these specific plans are more specific than the underlying zoning requirements and define the permitted land uses and development standards for the unique characteristics of each specific plan area. The Arrow Highway Mixed Use Development (AHMUD) Specific Plan that is part of the proposed Plan has been created alongside the General Plan Update as a new Mixed-Use Development area and is therefore consistent with the Plan.

State law requires all area and specific plans to be consistent with the general plan. As with the Zoning Ordinance, the statutes allow a “reasonable” time for these modifications, which the courts have generally interpreted to be one year from the date of General Plan adoption. Because specific plans are typically designed to refine the uses set forth in the General Plan and provide further guidance for development in the area, and because the City’s specific plans were taken into account when developing the Plan, no conflicts are expected between the City’s adopted specific plans and the General Plan.

Montclair General Plan Land Use Map

The Land Use Map of the General Plan addresses how properties throughout the City are planned to be developed over time and the extent to which private and public redevelopment efforts will change, intensify, or otherwise modify current uses of property Citywide. The map illustrates the planned distribution and development intensities of all land uses. See Figure 2-3 of this EIR for the General Plan Land Use Map of Montclair proposed as part of the Plan. The City’s current General Plan Land Use Map is shown in Figure 4.11-1.

Montclair Zoning Ordinance

The City of Montclair Zoning Ordinance, contained within the City’s Municipal Code, is one of the primary means of implementing the General Plan. The Zoning Ordinance establishes standards for development of individual properties, including standards regulating allowed uses, setbacks from neighboring properties, and the intensity, height, and appearance of development. State law requires that a City’s zoning ordinance be consistent with a City’s general plan, and also requires that the zoning ordinance be revised to reflect the adopted general plan within a reasonable period of time from its adoption, which is typically one year. See Figure 4.11-2 for the City’s current Zoning

Figure 4.11-1 Current General Plan Land Use Map of Montclair

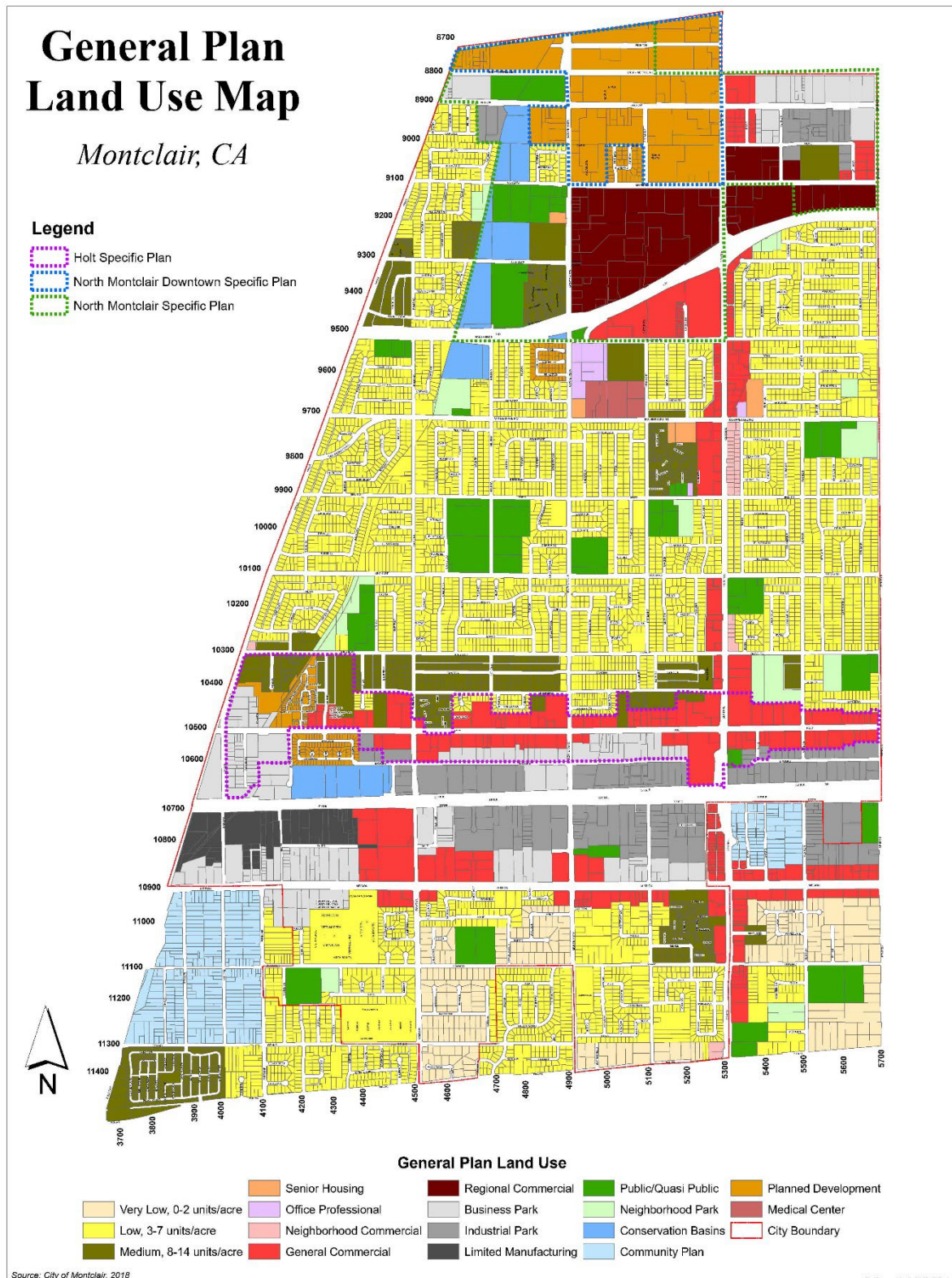
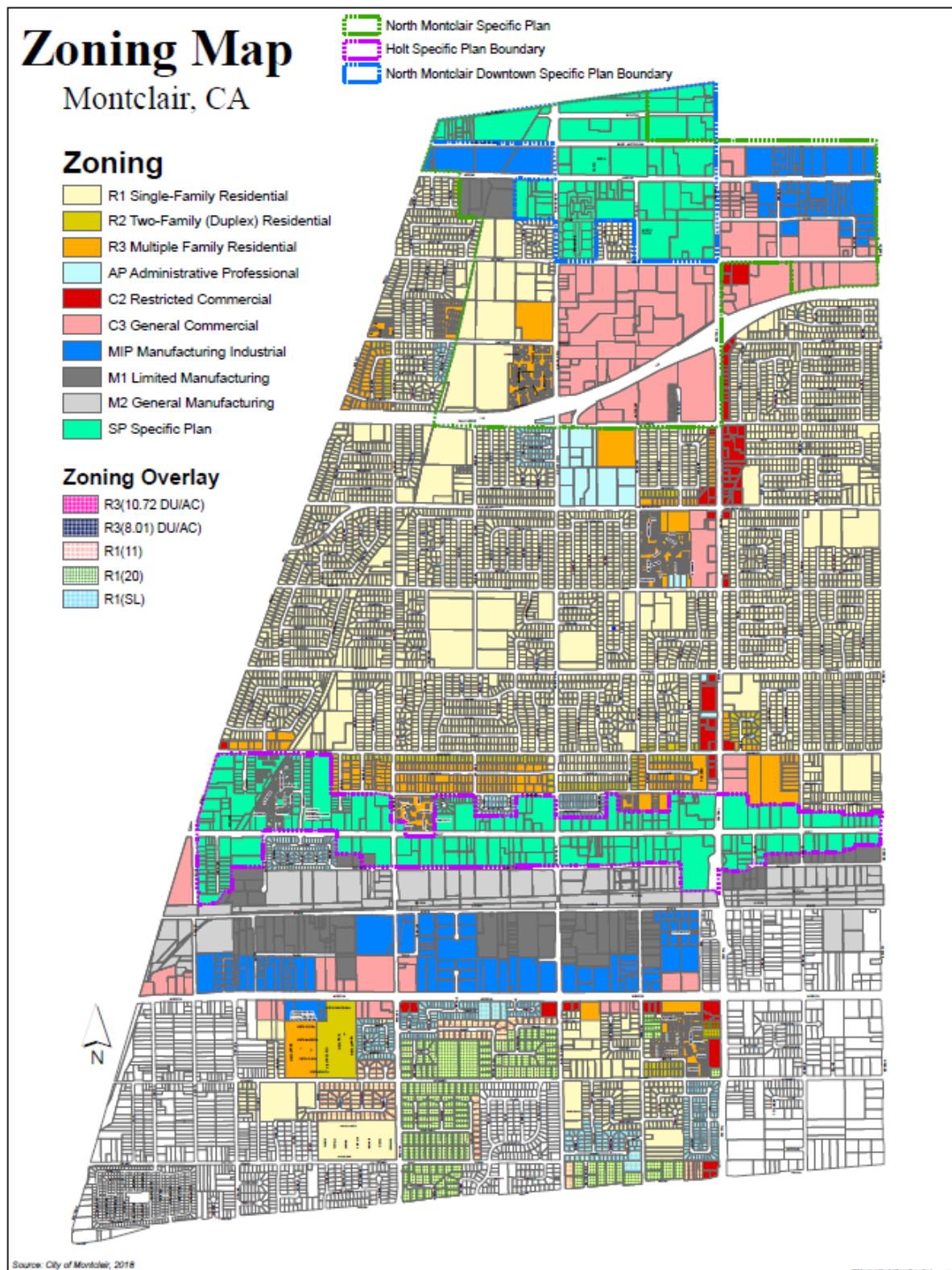


Figure 4.11-2 Zoning Map of Montclair



Map. If the Plan is adopted, this Zoning Map will need to be revised, as necessary and consistent with the requirements discussed above, to reflect the proposed Land Use Map shown in Figure 2-3.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to land use and planning would be potentially significant if implementation of the Plan would:

1. Physically divide an established community; and/or
2. 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.

To determine the Plan's potential to conflict with any land use plan, policy, or regulation (Threshold 2), the discussion of land use and planning impacts in this chapter of the EIR analyzes the Plan's consistency with City and SCAG plans and policies related to land use. Adoption of the Plan would result in a potentially significant land use impact only if the Plan would conflict with one or more applicable land use plans, policies, or regulations of the City or SCAG previously adopted for the purpose of avoiding or mitigating a regionally significant environmental impact. In general, SCAG incorporates well-established City-level general plans in its regional plans and actions. As long as a proposed local general plan is largely consistent with the most recently adopted SCAG plans or policies, adoption of an updated local general plan does not result in environmental impacts that are considered significant. SCAG ultimately has the discretion to determine consistency of the Plan with the policies, plans, and/or programs that fall within that agency's purview.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan physically divide an established community?

Impact LU-1 THE PLAN RETAINS AND CONTINUES MONTCLAIR'S EXISTING STREET SYSTEM AND PROTECTS MONTCLAIR'S ESTABLISHED COMMUNITIES. IT WOULD THUS NOT DIVIDE AN ESTABLISHED COMMUNITY, AND THERE WOULD BE NO IMPACT.

Comparison of the proposed Plan land use map shown in Figure 2-3 to the City's current land use map shown in Figure 4.11-1 shows that the Plan retains and continues Montclair's existing street system. The Plan's vision specifically includes stable residential neighborhoods and enhanced commercial corridors, thus protecting Montclair's established communities. Therefore, the Plan would not divide an established community, and there would be no impact.

Mitigation Measures

The Plan would not divide an established community. Mitigation is not required.

Threshold 2: Would the Plan 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?

Impact LU-2 THE PLAN AND ITS POLICIES ARE CONSISTENT WITH SCAG'S RCP AND RTP/SCS AND THE CITY'S MUNICIPAL CODE AND SPECIFIC PLANS. THE PLAN WOULD THEREFORE NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL IMPACT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

2008 SCAG RCP Land Use Policies

SCAG's 2008 RCP has the following chapters, each of which includes goals and outcomes to measure progress toward a more sustainable region (SCAG 2008):

- Land Use and Housing
- Open Space and Habitat
- Water
- Energy
- Air Quality
- Solid Waste
- Transportation
- Security and Emergency Preparedness
- Economy

Each of the topics listed above, other than Land Use and Economy, is addressed in other chapters of this EIR. Consistency with the AQMP is discussed in Chapter 4.2, *Air Quality*. Land use compatibility conflicts associated with Plan-related growth are discussed in other chapters of this EIR, including Chapters 4.1, *Aesthetics*; 4.2, *Air Quality*; 4.6, *Hazards and Hazardous Materials*; and 4.9, *Noise*. Housing is addressed in Chapter 4.10, *Population and Housing*. Therefore, the review below is focused on land use, with the acknowledgement that land use is inherently a major factor in the other listed topics.

Local consistency with RCP land use usually leads to consistency with the other RCP components that are based, to some extent, on underlying current and future land uses. The "Voluntary Local Government Best Practices" relating to local land use are listed on page 21 of the RCP. The discussion below lists applicable voluntary best practices from the RCP and explains how the Plan relates to each of them.

LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.

LU-4.1 Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing state programs such as Housing and Community Development's (HCD) Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-

financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.

The 2021-2029 Housing Element Draft that is part of the Plan continues the City's focus on maintenance of its housing stock, and continues programs designed to increase homeownership in the community, as well as to provide incentives for the development of affordable housing. The City will also continue to pursue other programs geared toward meeting the needs of lower-income households and special-needs populations. The Housing Element identifies housing needs in the City and sets forth policies to guide future housing development consistent with General Plan goals and policies. The City submitted the 2021-2029 Housing Element that is part of the Plan to HCD for review in November 2021. HCD will review the 2021-2029 Housing Element Draft for compliance with State Housing Element Law and certify it as such if it finds it compliant.

Table 4.11-1 reproduces Table 6-2 from page 169 of the 2021-2029 Housing Element, which indicates there are adequate land inventory sites to accommodate the City's RHNA allocation of 2,593 units by 2029. Future RHNA planning cycles will require the City to update its Housing Element for the post-2029 period. Future Housing Element updates through the year 2040 are subject to subsequent CEQA review and beyond the scope of this EIR.

Table 4.11-1 Comparison of Sites Inventory and RHNA

	Lower Income	Moderate Income	Above Moderate Income	Total
RHNA	1,081	399	1,113	2,593
Accessory Dwelling Unit Development	46	28	6	80
Land Inventory Sub Total	1,736	620	1,841	4,196
Surplus	+701	+249	+734	+1,683

Source: City of Montclair Housing Element 2021

LU-6.1 Local governments should take a comprehensive approach to updating their general plans, keeping general plans up-to-date and providing progress reports on updates and implementation, as required by law

The Plan includes a full update of the City's current General Plan. All elements of the City's General Plan are being updated as part of this project.

LU-6.3 Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.

LU-6.4 Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.

As stated in Chapter 6-3, "Land Resources" of the 2021-2029 Montclair Housing Element, several areas have been identified to accommodate its RHNA obligation and facilitate the development of new housing and the City is focused on strategically identifying infill opportunities in appropriate locations. Approximately 2,700 residential units can be accommodated on parcels that have been identified as having aging or vacant structures, large surface parking lots, uses with low improvement to land ratios, or uses developed at an intensity significantly below the allowed

development intensity. This focus on infill development in the 2021-2029 Housing Element is consistent with the rest of the Plan. As explained in Section 2.3.5, *Key Concepts of the Vision* of this EIR, much of Montclair is characterized by stable residential neighborhoods and established commercial uses and, generally, new development under the Plan would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas (focus areas).

The following Plan actions are consistent with RCP voluntary best practices LU-6.3 and LU 6.4:

- A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.
- A3.4a Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair’s walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets.

Additionally, the following policies from the City’s Housing Element are also consistent with RCP voluntary best practices LU-6.3 and LU 6.4:

Policy Action 3.7 Use flexible development standards to facilitate the development of affordable housing, in effort to meet or exceed the City’s RHNA affordable housing quota.

Policy Action 4.4 Encourage and facilitate lot consolidation

Policy Action 4.5 Encourage and facilitate housing for lower income households on larger sites

SCAG 2020 RTP/SCS

The RTP/SCS is a planning and strategy document with a focus on integrating major regional transportation infrastructure investments with land use planning. In the case of cities like Montclair that are fully developed and largely continuing their existing land uses, development patterns, and transportation infrastructure, the RTP/SCS largely incorporates local land use plans provided to SCAG by local jurisdictions during development of the SCS/RTP.

The 2020 RTP/SCS has foundational policies, which are intended guide the development of member jurisdictions’ land use strategies. They are:

1. Identify regional strategic areas for infill and investment
2. Structure the plan on a three-tiered system of centers development
3. Develop “Complete Communities”
4. Develop nodes on a corridor
5. Plan for additional housing and jobs near transit
6. Plan for changing demand in types of housing
7. Continue to protect stable, existing single-family areas
8. Ensure adequate access to open space and preservation of habitat
9. Incorporate local input and feedback on future growth

The Plan is consistent with these policies for the following reasons.

- Foundational Policy 1: Montclair is already an urbanized community, and any future development will represent infill and reinvestment in the City. Furthermore, the Plan targets

future growth to focus areas that offer unique characteristics and opportunities to transition over time with adjustments in land use, beautification, and place-making.

- Foundational Policies 2, 4, and 5: The Plan proposes focus areas and activity nodes to help shape and distribute new development. These focus areas would encourage new development near transit, or “nodes on a corridor,” as suggested by foundational policy 4.
- Foundational Policy 3: The 2020 RTP/SCS states that it supports the creation of mixed-use “complete communities” through a concentration of activities with housing, employment, and a mix of retail and services, near each other. The Plan encourages new development in geographically compact focus areas, which would encourage these concentrations of different uses near each other.
- Foundational Policy 6: The Plan would accommodate future housing demand patterns, in which most new housing is expected to be multi-family housing and average household size is expected to decrease. See Chapter 4.14, *Population and Housing*, for further explanation of these trends and how they would be accommodated by the Plan.
- Foundational Policy 7: The Plan does not involve a major local land use plan change compared to the land use plan provided to SCAG, and would continue the general pattern of the City’s existing land uses, with emphases on improving the livability and pedestrian-level appeal of existing corridors and commercial clusters, largely preserving existing residential neighborhoods and supporting gradual market-initiated redevelopment of underutilized and obsolete properties.
- Foundational Policy 8: The Plan emphasizes bicycle connections and pedestrian-oriented focus areas, increasing access to open space. It also helps preserve open space by accommodating future growth through infill development rather than “greenfield” development.

The Plan is therefore consistent with SCAG’S 2020 RTP/SCS and this impact would be less than significant.

As demonstrated throughout this impact discussion, implementation of the Plan would be generally consistent with applicable adopted plans, regulations, or policies. Therefore, impacts associated with potential inconsistencies with such plans would be less than significant.

Mitigation Measures

The Plan would not conflict with any plan adopted for the purpose of avoiding or mitigating an environmental effect, including SCAG’S RCP and RTP/SCS; or the City’s Municipal Code or specific plans. Mitigation is not required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City’s plan area. Additionally, the land use and planning impacts discussed in this chapter are cumulative in nature. As discussed in this chapter, the Plan is consistent with SCAG’S regional policies including those in the 2020 RTP/SCS and the 2008 RCP. These SCAG policies in turn apply to local jurisdictions throughout the SCAG region and address the cumulative land use and planning impacts of future development across the region. Therefore, the Plan would not make a substantial contribution to any cumulative impact related to land use and planning.

4.12 Mineral Resources

This section of the EIR analyzes the potential physical environmental effects of Plan implementation related to mineral resources. Data used to prepare this section was obtained from the existing City of Montclair General Plan, the California Department of Conservation (DOC), the California Geological Survey (CGS), and other sources.

4.12.1 Environmental Setting

Montclair encompasses approximately 5.5 square miles in the western portion of San Bernardino County bordering Los Angeles County on the west side of the City. Interstate 10 (I-10) cuts through the northern portion of the City traversing the City from east to west.

Montclair is in the northern part of the Peninsular Ranges geomorphic province of California. The Peninsular Ranges are a series of ranges separated by northwest trending valleys, subparallel to faults branching from the San Andreas Fault. The trend of topography is similar to the Coast Ranges (northwest trend), but the geology is more like the Sierra Nevada, with granitic rock intruding the older metamorphic rocks. The Peninsular Ranges extend into lower-California and are bound on the east by the Colorado Desert. This province includes the Los Angeles Basin and the southern Channel Islands (Santa Catalina, Santa Barbara, and the distinctly terraced San Clemente and San Nicolas islands), together with the surrounding continental shelf (cut by deep submarine fault troughs) (CGS 2002).

As shown in Figure 4.12-1, the northern half of the Plan Area is in an MRZ-2 area indicating significant PCC-Grade Aggregate resources are present, and a very small portion of the City is an MRZ-1 area indicating low likelihood of mineral resources being present. Montclair is part of a mineral land classification for Portland cement concrete-grade aggregate in the Claremont-Upland production-consumption region in Los Angeles and San Bernardino counties totaling 45,092 acres. There are 451 million tons of PCC-Grade Aggregate resources and 121 million tons that are classified as reserves in the Claremont-Upland production consumption region, the estimated depletion date of which is 2034 (CGS 2007).

4.12.2 Regulatory Framework

Regulations on mining and mineral resources consist of a mix of federal, State, and local regulations and legislation depending on where development/land is located.

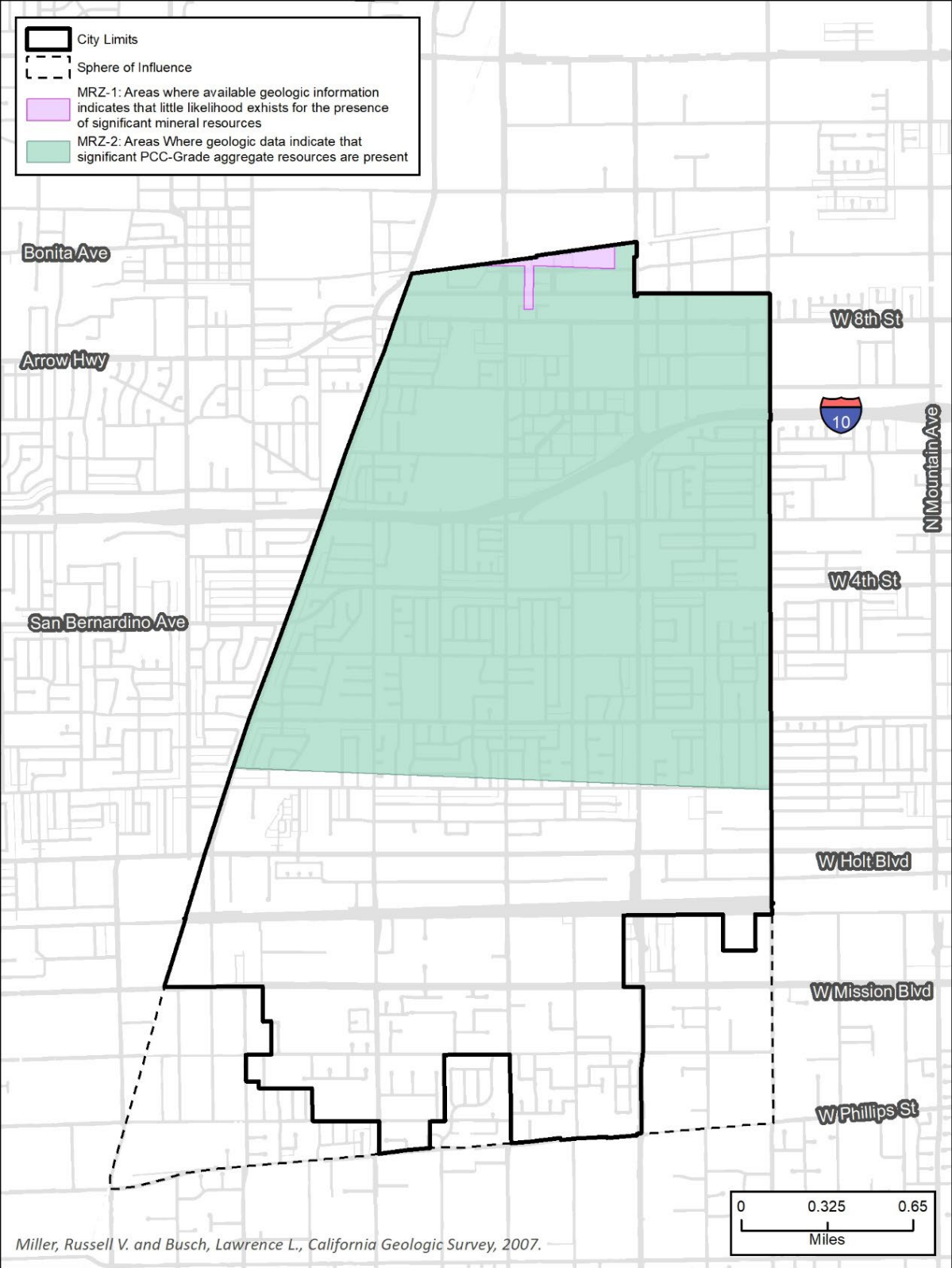
a. Federal

The federal laws that work to regulate mining are the National Environmental Policy Act; Clean Air Act (CAA); Resource Conservation and Recovery Act; Clean Water Act; Toxic Substances Control Act; and the Comprehensive Environmental Response, Compensation, and Liability Act, also known as Superfund.

b. State

Under California's Surface Mining and Reclamation Act of 1975 (SMARA), a geologist is required to identify mineral resource zones based on the known or predicted mineral resources of that particular area to assist in the protection and developmental uses of mineral resources in the state.

Figure 4.12-1 SMRA Map including Montclair



These mineral resource zones can be found on maps and reports through the SMARA Mineral Land Conservation page on the California Department of Conservation website (CDC 2022).

c. Local

Chapter 11.54.070 of the Montclair Municipal Code (MMC) requires that no hazardous waste facilities will be built/located on or next to land that has been identified by California's Land Class Maps and Reports with mineral deposits of significance.

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to mineral resources would be potentially significant if implementation of the Plan would:

1. 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; and/or
2. 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.

b. Project and Cumulative Impacts

Threshold 1:	Would the Plan 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?
Threshold 2:	Would the Plan 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?

Impact MIN-1 ALTHOUGH THE PLAN WOULD ACCOMMODATE NEW DEVELOPMENT IN AN AREA WHERE SIGNIFICANT MINERAL RESOURCES EXIST, THE AREA IS ALREADY BUILT OUT AND THEREFORE IMPACTS TO MINERAL RESOURCES WOULD BE LESS THAN SIGNIFICANT.

Although the Plan does not include any explicit actions or policies relating to mineral resources, it adheres to the stipulations of the MMC precluding new hazardous waste facilities from being built on or located on or next to land that has been identified by California's Land Class Maps and Reports with mineral deposits of significance.

According to the California Geological Study, the Arrow Highway Mixed-Use District (AHMUD) is in an MRZ-2 Zone. This signifies an area where geologic data indicates that significant PCC-Grade aggregate resource are present. The General Plan proposes the preparation of a Specific Plan for the AHMUD which will seek to entice private investment and redevelopment of industrial and commercial uses to mixed use and live/work developments. However, the AHMUD area has been already developed and fully built out and contains the most intensive industrial uses in the City. Access to mineral resources in this area is therefore already constrained to the point where they are effectively unavailable. Most new development in the AHMUD will be adaptive reuse or infill projects and loss of access to mineral resources in the area would not be substantially increased. Therefore, impact on access to known mineral resources would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within the Plan Area. Mineral resources are finite and demand for them extends beyond the Plan Area. Impacts from the loss of mineral resources could combine with such impacts in other geographical areas to create a cumulative impact. However, for the reasons discussed in Impact MIN-1, the Plan would not make a substantial contribution to any cumulative impacts related to mineral resources, and cumulative impacts would be less than significant.

4.13 Noise

This section describes existing ambient noise conditions in the Plan Area and analyzes the potential noise-related impacts from implementation of the Plan. Impacts related to noise from construction, building operations, vehicular traffic are addressed.

4.13.1 Environmental Setting

4.13.1.1 Overview of Noise and Vibration

Noise

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level would result in a negligible increase (less than 0.5 dB) in total ambient sound levels. In terms of human response to noise, studies have indicated that a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA is generally perceived as a doubling of loudness. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas along arterial streets are typically in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise from stationary or point sources (such as construction equipment and industrial machinery) typically attenuates (or drops off) at a rate of 6 dBA per doubling of distance over acoustically hard surfaces, and at a rate of 7.5 dBA per doubling of distance over acoustically soft surfaces. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance, while noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can substantially alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

In addition to the instantaneous measurement of noise levels, the duration of noise is important because noise that occurs over a long period of time is more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that

contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest root mean squared (RMS) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. While L10 is the sound pressure level (measured in dBA) exceeded 10 percent of time within the measurement period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (California Department of Transportation [Caltrans] 2020). When a building is affected by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

4.13.1.2 Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and religious institutions are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or recreational uses that are not subject to impacts such as sleep disturbance. Most residential noise-sensitive uses are in relatively quiet areas lacking major noise sources. However, residences and other noise-sensitive receptors located along major arterial roadways, highways, and railroad lines may experience elevated noise levels. Noise sensitive receptors are located throughout the Plan Area.

4.13.1.3 Sources of Noise

The predominant source of noise in Montclair, as in most communities, is motor vehicles on roadways. Other sources of noise include railroad operations, transit, and stationary operations from commercial and industrial uses, as described below.

Roadways

Noise levels are generally highest along or adjacent to major roadways. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and its proximity to areas sensitive to noise exposure. Plan Area roadways include regional highways and other arterials, and collector and local streets. The one major highway in the Plan Area is Interstate 10 (I-10), which goes through the northern portion of the Plan Area from east to west.

Montclair Transcenter

The San Bernardino line of the Metrolink train system runs east-west through the northern portion of the Plan Area, just north of and parallel to Arrow Highway. The San Bernardino line's Montclair Station is at the Montclair Transcenter, which is a master planned regional transportation hub on Richton Street between Monte Vista Avenue and Central Avenue. The Transcenter is served not only by Metrolink, but also by Foothill Transit, Omnitrans, and RTA bus lines. This rail line also carries freight traffic.

Railroads

Phase 2B of the Metro Gold Line, which will connect Glendora to Montclair, is currently under construction. In October of 2019 the Montclair City Council adopted Resolution 19-3253 supporting the Metro Gold Line Foothill Extension to the Montclair Transcenter. The phase of the Gold Line Foothill Extension currently under construction would extend the line from Glendora to Pomona and is expected to be completed by 2025 (Metro 2021-2022). A future phase to extend the line from Pomona to Montclair is planned but currently not all funding required for the line has been secured. The new Gold Line station is planned for the Transcenter area east of Monte Vista Avenue and North of Arrow Highway. The current parking lot will be enhanced with new charging stations for EVs, bicycle parking, and other improvements to the drop off areas (Metro Gold Line 2022). A second rail line crosses the southern portion of the Plan Area, running east-west parallel to West State Street. This line services Amtrak and freight rail traffic but has no stops in the Plan Area.

Aircraft

There are no airports located in the Plan Area. The one airport near Plan Area is Cable Airport in Upland. This is a public use airport located approximately one mile from the northern end of the Plan Area. The Cable Airport runway is oriented in a generally east-west direction, which tends to orient flight paths (especially during take-off and landing) parallel to the Plan Area's northern boundary rather than over the Plan Area.

Commercial and Industrial Operations

Commercial and industrial operations can be substantial sources of noise, depending on the specific type of use and hours of operation. Existing commercial and industrial development in the Plan Area is located primarily along Central Avenue, Holt Boulevard, Mission Boulevard, Arrow Highway, and the I-10. Typical commercial and industrial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning), heavy machinery, and heavy truck idling. Other stationary noise sources of concern typically include generators, pumps, air compressors, and outdoor speakers. These are often associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, and car washes. Noise-generating commercial uses are generally separated from noise-sensitive land uses by distance, topography, and other barriers. Because of the lack of mining and similar heavy industrial facilities in the Plan Area, groundborne noise and vibration associated with commercial and industrial operations in the Plan Area are limited.

4.13.1.4 Existing Noise Contours

Existing roadway noise levels were not directly measured as part of this analysis due to the continued diminished traffic on local roadways due to COVID-19 restrictions. The decreased traffic from the restrictions resulted in lower ambient noise levels than would typically occur in the Plan Area under normal conditions. To provide existing ambient noise levels associated with Plan Area roadways, traffic data from the Transportation Impact Analysis (TIA) prepared by Fehr & Peers in March 2022 (and other data from Fehr & Peers) was used to calculate existing noise levels from Plan Area roadways and depict them as noise contours as shown on Figure 4.13-1. These noise contours represent a reasonable, conservative worst-case estimate of noise levels, not a specific estimate of sound levels at any particular location in the Plan Area.

Figure 4.13-1, shows noise contours along the roadways that are the major source of noise in Montclair. As shown, the I-10 carries, by far, the most traffic through the area, and consequently is the greatest contributor to noise in the Plan Area. Other roadways in and around Montclair that carry sufficient traffic to produce audible noise at a substantial distance include Central Avenue, Monte Vista Avenue, Ramona Avenue, Mill Avenue, Arrow Highway, Moreno Street, San Bernardino Avenue, Holt Boulevard, and Mission Boulevard. Figure 4.13-1 also shows that noise levels exceed 60 dBA CNEL along all modeled roadways.

Figure 4.13-2, is a map of existing rail traffic noise contours along the rail lines that are additional sources of mobile noise in Montclair. This noise contour map shows that noise levels exceed 60 dBA CNEL within 1,800 feet along all railroads.

Comparing noise contours to the City's exterior noise standards shown in Table 4.13-1 reveals that land uses close to these roads and railways, such as residences, may currently be exposed to noise levels in exceedance of the City's standards.

Figure 4.13-1 Existing Roadway Noise Contours

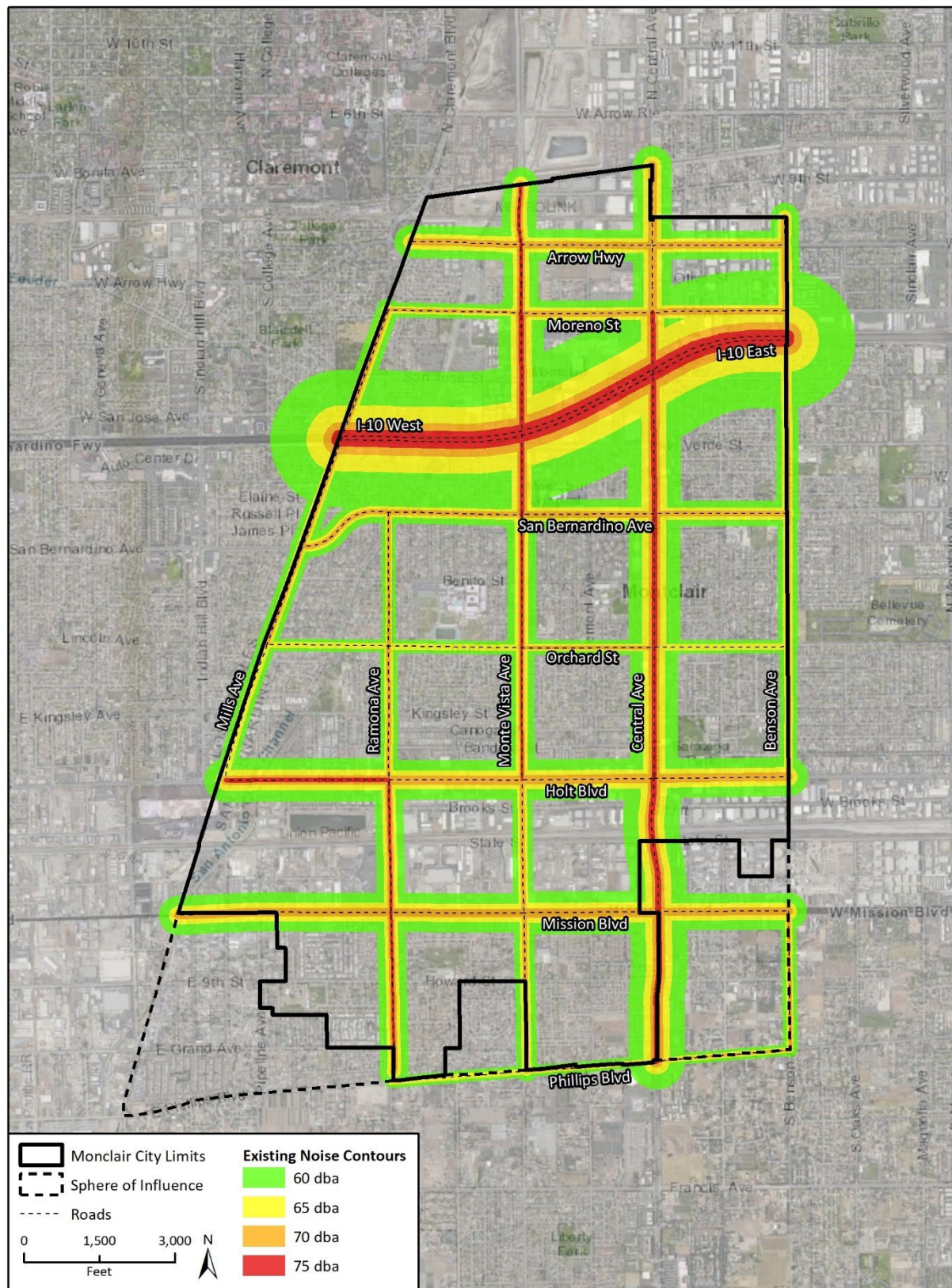
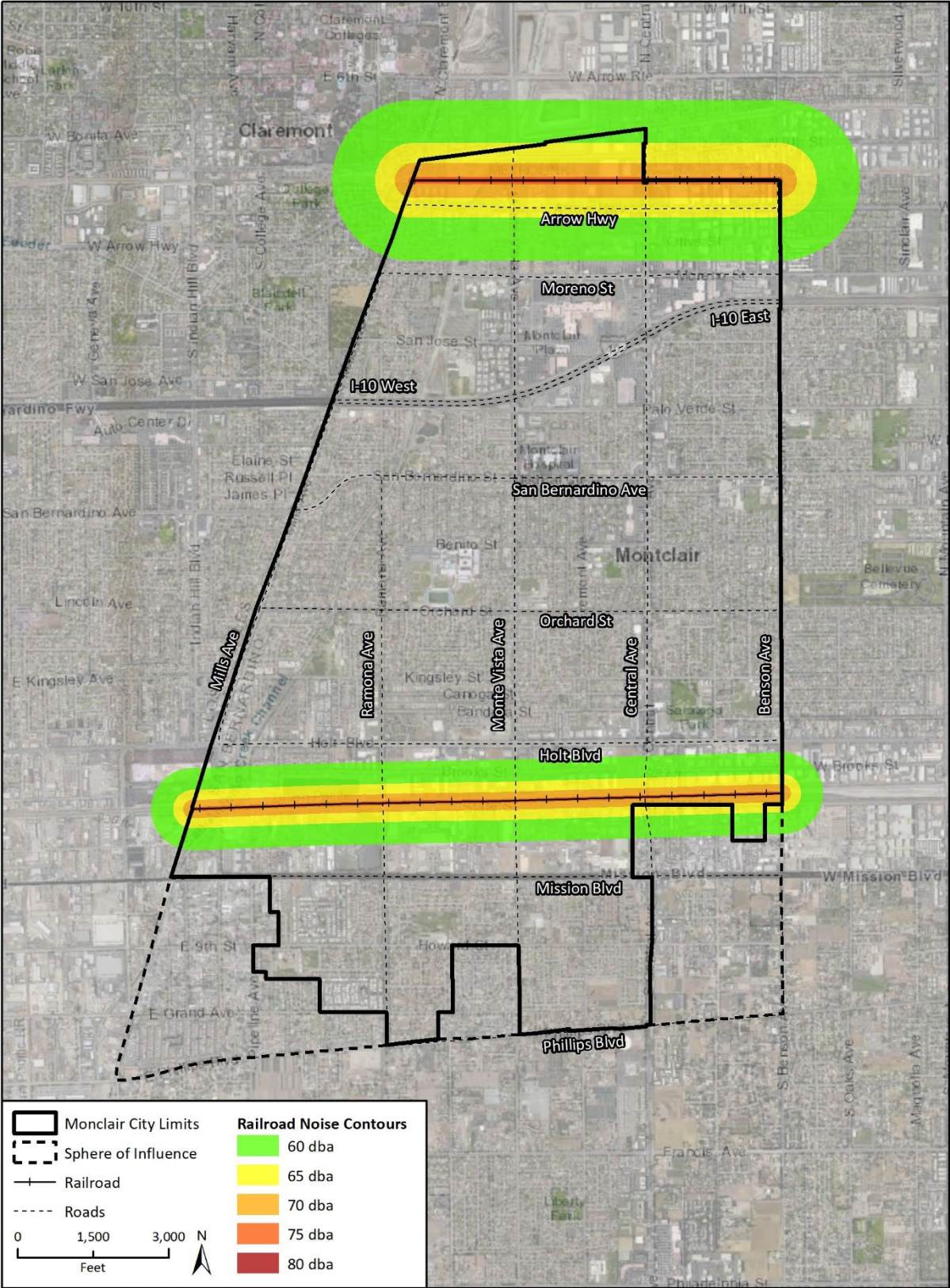


Figure 4.13-2 Railroad Noise Contours



4.13.2 Regulatory Framework

4.13.2.1 Federal

Federal Transit Administration Ground borne Vibration Guidelines

Sections 5 and 6 of the Transit Noise and Vibration Impact Assessment Manual, adopted by the FTA in September 2018, addresses the federal guidelines used to evaluate a project for potential vibration impacts. The vibration impact analysis is a multi-step process used for determining vibration analysis level, determining vibration impact criteria, and evaluating vibration impact. FTA guidelines state that the threshold of perception for humans is approximately 65 vibration decibels (VdB). A vibration level of 85 VdB can result in strong annoyance, and a vibration level of 100 VdB is the threshold of potential damage (FTA 2018). Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed, and older and more fragile buildings must receive special consideration. These guidelines are advisory and should be used to assess the impacts of ground borne vibrations created from transit and construction sources.

4.13.2.2 State

California Building Code

California Code of Regulations Title 24, Building Standards Administrative Code, Part 2, and the California Building Code codify the state noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources. The regulations specify that interior noise levels for residential and school land uses should not exceed 45 CNEL.

California Green Building Code

California Green Building Standards Code 2016 (CalGreen) Section 5.507.4, *Acoustical Control*, requires that construction within the 65 dB(A) day-night noise level (L_{dn}) contour of an airport, freeway, expressway, railroad, industrial noise source, or other fixed source shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor-Indoor Sound Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. According to Section 5.507.4.1.1, where noise contours are not readily available “buildings exposed to a noise level of 65 dB Leq-1-hr during any hour of operation shall employ sound-resistant assemblies as determined by a prescriptive method (CalGreen Section 5.507.4.1) or performance method (CalGreen Section 5.507.4.2)

- Projects may demonstrate compliance through the prescriptive method if wall and roof-ceiling assemblies exposed to the noise source shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30.
- Projects may demonstrate compliance through the performance method if wall and roof-ceiling assemblies exposed to the noise source shall be constructed to provide an interior noise environment that does not exceed 50 dB Leq-1-hour in occupied areas during hours of operations.

4.13.2.3 Local

Montclair General Plan

The State of California requires each City and County to adopt a Noise Element as part of its General Plan. Such Noise Elements must contain a Land Use/ Noise Compatibility Matrix. The objective of noise compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable. A recommended (but not mandatory) matrix is presented in the “Guidelines for the Preparation and Content of Noise Elements of the General Plan” (Department of Health Services 2003).

The City of Montclair Land Use/Noise Compatibility Matrix in the General Plan Noise Element is based on and is similar to the California Land Use/Noise Compatibility Matrix. The matrix is used to determine whether a proposed new use would be compatible with the ambient noise environment in which it is proposed as well as if the proposed new use would create noise compatibility conflicts with established uses.

The land use/noise compatibility table from the Plan, shown in Figure 4.13-3, illustrates the ranges of community noise exposure in terms of what is “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable.” Denotation of a land use as “normally acceptable” implies that the highest noise level in that exposure level is the maximum desirable for existing or conventional construction that does not incorporate any special acoustical treatment. In general, evaluation of a land use that falls into the “normally acceptable,” “conditionally acceptable,” or “normally unacceptable” noise environments should analyze other potential factors that would affect the noise environment. These include consideration of the types of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source may interfere with speech, sleep, or to other activities characteristic of the land use. For the most sensitive uses such as residences, hotels, motels, schools, medical facilities, and places of worship, 60 dBA CNEL is the maximum normally acceptable exterior level. The normally acceptable noise exposure for outdoor activity is 70 dBA CNEL for playgrounds and neighborhood parks.

The Plan includes numerous policies and actions through which noise impacts within the Plan Area would be minimized. The Plan policies that would reduce noise impacts are as follows:





P5.6 Minimize noise impacts to ensure that noise does not detract from Montclair’s quality of life.

- A5.6a Use the Land Use Compatibility Noise compatibility matrix (General Plan Table C5.5), the Future Noise Contour Map (General Plan Figure C5.14) and the Montclair Municipal Code to evaluate land use decisions to mitigate unnecessary noise impacts or discourage further unmitigated noise inducing developments.
- A5.6b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria.
- A5.6c For new residential developments within 50 feet of the Metrolink and Freight Lines, require a vibration study to identify all reasonable and feasible noise mitigation measures.
- A5.6d Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses.

- A5.6e Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.
- A5.6f Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/residences, landscaping activities, and special events.

Figure 4.13-3 City of Montclair Land Use/Noise Compatibility Matrix

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheatres							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial And Professional							
Industrial, Manufacturing, Utilities, Agriculture							

-  Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
-  Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
-  Clearly Unacceptable. New construction or development should generally not be undertaken.

Source: Montclair, City of. 2021. General Plan Table C5.5 City of Montclair Land Use/Noise Compatibility Measure.

Montclair Municipal Code

The Montclair Municipal Code (MMC), Chapter 6.12 *Noise Control*, establishes exterior noise level limits for stationary sources within the City as measured at the property line of the adjacent properties. Table 4.13-1 identifies the default “base” exterior ambient sound environment can be defined by the following A-weighted levels by land zone and time of day. These base exterior ambient sound levels can be exceeded, but only for up to portions of an hour as shown in Table 4.13-2.

Table 4.13-1 Sound Level Limits

Zone	Time	Noise Level Limit (dBA)
Residential	10:00 p.m.—7:00 a.m.	45 dB(A)
Residential	7:00 a.m.—10:00 p.m.	55 dB(A)
Commercial	10:00 p.m.—7:00 a.m.	55 dB(A)
Commercial	7:00 a.m.—10:00 p.m.	65 dB(A)
Industrial	10:00 p.m.—7:00 a.m.	60 dB(A)
Industrial	7:00 a.m.—10:00 p.m.	70 dB(A)

Source: City of Montclair Municipal Code

Table 4.13-2 Maximum Residential/Nonresidential Noise Levels

Noise Level Exceeded	Maximum Duration Period
Base Ambient Noise Level (BANL)	Up to 30 minutes in any hour
BANL by 5-9 dBA	Up to 15 minutes in any hour
BANL by 10-15 dBA	Up to 5 minutes in any hour
BANL by 15-16 dBA	Up to 1 minutes in any hour
BAND by greater than 16 dBA	Is not allowed

Source: City of Montclair Municipal Code

Construction noise is exempt from the above City limits, so long as it occurs between 7:00 a.m. and 8:00 p.m. and is determined by the City's Building Official to not impair public health and safety. Furthermore, the City allows the Director of Community Development to approve short duration construction projects that may fall outside these allowable hours (City of Montclair 2009).

Section 6.12.020, *Exemptions*, of the MMC specifies that the following activities shall be exempted from the provisions of this chapter:

- City- or school-approved activities conducted in public parks, on public playgrounds and public or private school grounds including, but not limited to, athletic and school entertainment events between the hours of 7:00 a.m. and 10:00 p.m.
- Outdoor gatherings, public dances and shows; provided said events are conducted pursuant to a license issued by the City
- Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building, machinery or motor vehicle shall terminate its operation within 30 minutes in any hour of its being activated
- Noise sources associated with construction, repair, remodeling or grading of any real property, 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 Building Official determines that the public health and safety will not be impaired. Industrial or commercial construction or public improvements, not otherwise feasible except between these hours, may be approved on a limited, short-term basis, subject to the approval of the Director of Community Development.

4.13.3 Impact Analysis

4.13.3.1 Significance Thresholds and Methodology

According to CEQA Guidelines Appendix G, impacts related to noise would be potentially significant if implementation of the Plan would meet the following criteria:

1. 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;
2. Result in generation of excessive groundborne vibration or groundborne noise levels; and/or
3. 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 Plan expose people residing or working in the project area to excessive noise levels.

The following discussion describes the thresholds and methodology used to judge the Plan's potential to meet the impact criteria listed above.

Construction

During construction, equipment goes through varying load cycles and is operated intermittently to allow for non-equipment tasks such as measurement and demarcation of foundations and soil content testing. In this impact analysis, power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the Leq of the operation (FHWA 2018). Reference noise levels for heavy-duty construction equipment were estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006) and are shown in Table 4.13-3. RCNM also provides an acoustical usage factor that estimates the fraction of time each piece of equipment is operating at full power during construction. Table 4.13-3 adjusts the maximum noise levels using the usage factor published by the FHWA.

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens groundborne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receiver are shown in Table 4.13-4 (Caltrans 2020).

The MMC does not provide a quantitative threshold for vibration impacts. Therefore, vibration standards from Caltrans' *Transportation and Construction Vibration Guidance Manual* are used for this analysis (Caltrans 2020). Vibration levels equal to or below 0.5 inches per second PPV at residential structures would prevent structural damage for most residential building and vibration levels equal to or less than 1.0 inches per second PPV would prevent damage to more substantial construction, such as high-rise, commercial, and industrial buildings. For human annoyance, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.245 inches per second PPV. In addition, applicable criteria for human annoyance is the strongly perceptible limit of 0.09 in/sec PPV.

Table 4.13-3 Construction Equipment Noise Levels

Phase	Quantity and Equipment Type ¹	L _{max} at 50 feet (dB) ²	Usage Factor ³	L _{eq} at 50 feet (dB)
Demolition	1 Concrete/Industrial Saw	90	20	83
	2 Dozers	82	40	78
	3 Excavators	81	40	77
Site Preparation	3 Dozers	85	40	81
	4 Tractor/Loader/Backhoes	78	40	74
Grading	2 Excavators	81	40	77
	1 Grader	85	40	81
	1 Dozer	82	40	78
	2 Scrapers	84	40	80
	2 Loaders	79	40	75
	2 Tractor/Loader/Backhoes	78	40	74
Building Construction	1 Crane	81	16	73
	1 Pile Vibration Rig	101	20	94
	3 Forklifts	75	20	68
	1 Generator Set	81	50	78
	3 Tractor/Loader/Backhoes	78	40	74
	1 Concrete Pump	81	50	78
	1 Welder	74	40	70
Paving	2 Pavers	77	50	74
	2 Paving Equipment	83	20	76
	2 Rollers	80	20	73
Architectural Coating	1 Compressor	78	40	74

¹ Construction Equipment List from Appendix E.² Noise levels are for individual equipment pieces. Each piece of equipment would operate at a distance from other equipment.⁴ Usage Factor is the portion of time equipment is operating at full power.**Table 4.13-4 Construction Equipment Vibration Levels**

Equipment	PPV
Pile driver	0.650
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: Caltrans 2020

Operational Noise

Plan Area noise sources after completion of construction of projects carried out under the Plan are anticipated to be those that would be typical of a residential, commercial, and industrial/flex development, such as heating, ventilation, and air conditioning (HVAC) units, parking, deliveries, trash collection, landscape maintenance equipment noise, onsite equipment noise (such as forklifts). Noise sources such as deliveries, trash collection, and landscape maintenance equipment are consistent with the existing noise environment and would be anticipated to conform to MMC daytime limits, specifically MMC 6.12.060 limiting landscape equipment noise to the hours of 7:00 a.m. to 8:00 p.m. Furthermore, parking, deliveries, trash collection, and landscape maintenance equipment noise would not cause a permanent increase in ambient noise levels. Therefore, these noise sources are not discussed further.

Development carried out under the Plan would involve operation of HVAC units and onsite mobile equipment. Specific operational data for future HVAC systems and onsite mobile equipment are not available at this time because individual projects that would be developed under the Plan are not known. This analysis qualitatively evaluates potential noise effects of HVAC units and onsite mobile equipment from the nearest buildings to the sensitive receivers.

For analyzing the project's traffic-related noise increase on off-site receivers, impacts would be considered significant if project-generated traffic would result in exposure of sensitive receptors to an unacceptable increase in noise levels. For purposes of this analysis, a significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more, which is considered a barely perceptible noise increase.

4.13.3.2 Project and Cumulative Impacts

Threshold 1: Would the Plan result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of projects carried out under the Plan in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact N-1 **PROJECTS CARRIED OUT UNDER THE PLAN WOULD NOT GENERATE TEMPORARY OR PERMANENT NOISE LEVELS INCREASES IN THE VICINITY OF THESE PROJECTS IN EXCESS OF ESTABLISHED NOISE STANDARDS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Construction Noise

Projects carried out under the Plan would be built throughout the planning period (approximately the next 20 years) with individual projects being constructed at various times and various locations throughout the Plan Area. It is unknown where in the Plan Area individual projects would be constructed and therefore is impossible to say how close the nearest noise sensitive receptors would be located to the individual projects. Based on Table 4.13-3, the highest construction noise levels would be generated by vibratory pile driving activities (94 dB Leq at 50 feet) with the next highest construction noise level occurring from concrete/industrial saws (83 dB Leq at 50 feet). These noise levels are based on the previously described RCNM with an individual piece of construction equipment operating at the edge of construction activity.

Buildings developed under the Plan are expected to have an exterior-to-interior noise reduction of 12 dB with windows open and 24 dB with windows closed, assuming typical warm climate

construction (U.S. Environmental Protection Agency [USEPA] 1978). Additionally, new development under the Plan would be required to comply with Plan Policy P5.6 and Actions P5.6a through P5.6f as detailed in Section 4.13.2, *Regulatory Environment*. Furthermore, the MMC exempts construction related noise 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 Building Official determines that the public health and safety will not be impaired. Therefore, through compliance with MMC requirements and implementation of Plan policies and actions, noise impacts from construction activities would result in less than significant impacts and no mitigation is required.

Stationary Noise

Development under the Plan would introduce sources of operational HVAC noise and other onsite equipment noise to the existing environment. Noise levels generated by onsite stationary sources, including HVAC units, would vary depending on the location of the source, shielding, and distance to the nearest receptors. Buildings developed under the Plan are expected to have an exterior-to-interior noise reduction of 12 dB with windows open and 24 dB with windows closed, assuming typical warm climate construction (USEPA 1978). Additionally, new development under the Plan would be required to comply with Plan Policy P5.6 and Actions P5.6a through P5.6f as detailed in Section 4.13.2, *Regulatory Environment*. Therefore, a substantial noise increase would not occur, and stationary noise impacts would be less than significant.

Mobile Source Noise

Development under the Plan would have significant noise impacts if it would expose people to or generate noise levels above applicable standards. As discussed in Section 4.13.1.3, *Sources of Noise*, noise levels are generally highest along or adjacent to major roadways. Because roadway traffic is the greatest noise source in the Plan Area, noise-sensitive receptors located adjacent to high-volume roadways would be exposed to the greatest noise increases generated by development under the Plan. Potential sources of roadway noise exposure associated with such development include increased traffic on the I-10 and arterial roadways.

Table 4.13-5 provides a quantitative analysis of traffic noise increases for comparison to the thresholds for changes in roadway noise. Table 4.13-5 includes the roadway segments for each roadway analyzed in the TIA for the Plan (Appendix B) that would experience the highest noise level increases under the Plan. To provide a valid point of comparison for existing and future noise conditions, CNELs were calculated at the edge of the roadway. As shown in Table 4.13-5 even without implementation of Plan policies, roadway segment noise levels would not exceed thresholds along any analyzed roadway segment. Additionally, implementation of the Plan policies and actions already described in this impact analysis would further reduce impacts to below regulatory thresholds and impacts would be less than significant.

In addition to traffic noise, operation of some industrial and commercial uses may require the use of mobile equipment such as fork-lifts on their site. This equipment results in operational noise from the engine use as well as louder noise from back-up beepers/alarms. As with stationary equipment, noise levels for this onsite equipment would depend on the type of equipment, the length of operation, engine shielding, and distance to nearest sensitive land use. Implementation of Plan policies and MMC requirements would ensure noise impacts are less than significant.

Mitigation Measures

Plan policies and actions within the Health and Safety Chapter address the prevention and reduction of unwanted noise. Mitigation beyond these goals and policies is not required.

Table 4.13-5 Comparison of Calculated Future and Future with Plan Noise Levels Along Major Roadways

Roadway Segment	Future without Plan		Future with Plan		Noise Level Increase (dBA)	FTA Threshold (dB)	Threshold Exceeded?
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)			
Arrow Highway from Western City Limits to Monte Vista Avenue	25,790	70.5	29,890	71.2	0.6	3	No
Moreno Street from Monte Vista to Central Avenue	16,840	70.6	18,900	71.1	0.5	3	No
San Bernardino Street from Monte Vista Avenue to Central Avenue	17,840	68.2	16,340	67.8	-0.4	3	No
Orchard Street from Central to Benson Avenue	6,390	64.5	8,110	65.5	1.0	3	No
Holt Boulevard from Central Avenue to Benson Avenue	29,980	70.4	33,650	70.9	0.5	3	No
Phillips Boulevard from Ramona Avenue to Monte Vista Avenue	10,710	68.2	10,580	68.1	-0.1	3	No
Mission Boulevard from Ramona Avenue to Monte Vista Avenue	33,810	69.2	32,790	69.1	-0.1	3	No
Mills Avenue from Moreno Street to San Bernardino Street	15,960	71.5	10,130	69.6	-2.0	3	No
Ramona Avenue from San Bernardino Street to Orchard Street	7,110	66.8	7,810	67.3	0.4	3	No
Monte Vista Avenue from Northern City Limits to Moreno Street	28,770	69.6	35,380	70.5	0.9	3	No
Central Avenue from Moreno Street to I-10	42,620	71.3	57,140	72.6	1.3	3	No
Benson Avenue from Mission Boulevard to Phillips Boulevard	7,000	64.9	9,820	66.4	1.5	3	No

See Appendix E for noise data and noise modeling worksheets.

Source: Traffic volumes from the TIA prepared by Fehr & Peers Corporation in March 2022 (Appendix B)

Threshold 2: Would the Plan result in generation of excessive groundborne vibration or groundborne noise levels?

Impact N-2 WITH INCORPORATION OF MITIGATION MEASURES REQUIRING THE POTENTIAL IMPACTS OF CONSTRUCTION AND OPERATIONAL VIBRATION LEVELS TO BE STUDIED AND, IF NECESSARY, REDUCED TO ACCEPTABLE LEVELS, THE PLAN WOULD NOT RESULT IN EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Construction activities known to generate excessive groundborne vibration, such as pile driving, could be conducted by projects carried out under the Plan. Operation of a pile driver results in vibration of approximately 0.65 inch per second PPV at 25 feet. Additionally, pile driving could result in annoyance to nearby human receptors. Operation of a pile driver within 25 feet of existing residential or historic structures could result in damage to these structures (0.5 inch per second PPV threshold). However, pile driving is not typical to all construction sites. Typically, the greatest anticipated source of vibration during general project construction activities is from a vibratory roller. A vibratory roller creates approximately 0.210 inch per second PPV at a distance of 25 feet (Caltrans 2020). This vibration level is lower than both the structural damage threshold of 0.5 inches per second PPV and the human annoyance threshold of 0.24 inch per second PPV. However, because of the potential operation of other construction equipment such as pile drivers, vibration impacts associated with construction would be potentially significant before implementation of Mitigation Measure NOI-1 described below.

Operation

Operation of projects carried out under the Plan would not include any substantial vibration sources from typical residential and commercial/retail land uses. However, as there are industrial/flex uses allowed under the Plan development, onsite equipment could result in vibrational impacts which are unknown at this time. Therefore, operational vibration impacts could be significant at these uses before implementation of Mitigation Measure NOI-2 described below.

Mitigation Measures

The following mitigation measures would reduce potential impacts from construction and operational activities.

NOI-1 Pile Driving. Where future development under the Plan requires the use of pile driving equipment, the developer shall provide the City with a noise and vibration study quantifying potential vibration levels from planned use of the pile driving equipment, and potential vibration impacts on nearby receptors. If vibration from pile driving cannot be reduced to below structural damage or human annoyance levels then an alternative method for construction shall be required at that location. The City shall review and approve the noise and vibration study before it approves the project.

NOI-2 Operational Activities. Where future development under the Plan would include operational activities that would result in perceptible offsite vibration, the developer shall provide the City with a noise and vibration study to quantify these vibration levels and their potential impacts on nearby receptors. Vibrational activities that exceed structural damage or human annoyance levels shall be mitigated to below regulatory levels through the implementation of vibration dampening features, increased distance between source and receptor, or other measures applicable to the nature of the

operation. The City shall review and approve the noise and vibration study before it approves the project.

Significance after Mitigation

With implementation of Mitigation Measure NOI-1, potential vibration impacts from pile driving associated with development carried out under the Plan would be reduced to less than significant levels; and with implementation of Mitigation Measure NOI-2, offsite operational vibration impacts would be reduced to less than significant levels.

Threshold 3: 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 Plan expose people residing or working in the Plan Area to excessive noise levels?

Impact N-3 THE PLAN WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING THE PLAN AREA TO EXCESSIVE NOISE LEVELS FROM AIRPORT LAND USE. THERE WOULD BE NO IMPACT.

Cable Airport is less than a mile north of the Plan Area, but the Plan Area is not in Cable Airport's safety zone area, nor is it within the airport's 60-65 dBA noise contour (City of Claremont 2020, General Plan Figures 6-5 and 6-7). The Plan Area is in the Airport Influence Area (AIA) of Ontario International Airport and thus is subject to the ONT ALUCP. According to the ONT ALUCP Compatibility Policy Map 2-3, the southeastern portion of the Plan Area is in the 60 CNEL noise contour of Ontario Airport. The 60 CNEL noise contour extends east to Silicon Ave, north to just north of Kingsley and south to just south of Phillips Street (City of Ontario 2011). Brackett Field airport is approximately three miles west of the City. The Plan Area is not in the airport area or influence or noise contours of the airport, as shown in Exhibit 5 of the Brackett Field Airport Land Use Compatibility Plan (Los Angeles County Airport Land Use Commission 2018).

As described above, the Plan Area is not in a 65 CNEL or higher noise contour of any nearby airport. Therefore, Plan implementation would not expose people residing or working in the Plan Area to excessive noise levels. There would be no impact.

Mitigation Measures

There would be no impact, so no mitigation is required.

Cumulative Impacts

Construction noise and vibration are localized and rapidly attenuate within an urban environment. Although multiple development projects under the Plan may be under construction at the same time, these projects would not typically be in close enough proximity to each other such that noise and vibration from construction activities would significantly impact the same sensitive receivers and structures at the same time. Noise and vibration impacts to receivers that are not in the immediate vicinity of an individual project would be reduced due to existing intervening structures that would block the line of sight, distance attenuation, and sensitivity to noise for the affected land use. Construction noise is not anticipated to exceed applicable thresholds with the implementation of Plan policies. Therefore, noise impacts would not be cumulatively considerable. Vibration impacts would be less than significant with mitigation and would not be cumulatively considerable.

Cumulative projects in the surrounding area would include similar operational noise sources as development expected under the Plan (e.g., HVAC, parking activities). Like construction noise and vibration, operational noise and vibration from these sources is localized and rapidly attenuates within an urbanized setting due to the effects of intervening structures and topography that block the line of sight and other noise sources closer to receivers that obscure project-related noise. Plan-generated traffic would generate an increase of up to approximately 1.5 dBA at adjacent roadways; however, this increase is not considered cumulatively substantial. It is not anticipated that multiple individual projects developed simultaneously under the Plan would be in close enough proximity to each other such that operational noise and vibration would significantly impact the same sensitive receivers. Therefore, there would be no cumulatively considerable noise impacts related to operational noise and vibration associated with the proposed project.

4.14 Population and Housing

This section evaluates the potential impacts of the proposed project in terms of population and housing. Data used to prepare this section were taken from the United States Bureau of the Census, the California Department of Finance (DOF), and the Southern California Association of Governments (SCAG).

4.14.1 Environmental Setting

Population, housing, and employment data are available on a City, county, regional, and state level. This EIR uses data collected and provided at the City and county level in an effort to focus the analysis specifically on the City of Montclair.

a. Population

From 1960 to 1970, Montclair grew 66.4 percent, from a population of 13,546 to 22,564. Since 1970, its population has nearly doubled. As shown in Table 4.14-1, the City's estimated 2021 population is approximately 39,598 persons, a 0.81 percent increase from its 2020 population of 39,501 (DOF 2021).

Table 4.14-1 shows population growth in the City since 2000. Based on DOF data, the City's population increased from 2000 to 2004, then declined from 2004 to 2005, and then increased again from 2005 to 2021. In 2021, the City's population of 39,501 represented approximately two percent of San Bernardino County's total population of 2,175,909 persons. Montclair is the seventeenth most populated City of the 24 incorporated towns and cities in San Bernardino County.

b. Households

A household is defined by the DOF and the Census as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Not all of the population lives in households. A portion lives in group quarters, such as board and care facilities; others are homeless.

Small households (1 to 2 persons per household [pph]) traditionally reside in units with 0 to 2 bedrooms; family households (3 to 4 pph) normally reside in units with 3 to 4 bedrooms. Large households (5 or more pph) typically reside in units with 4 or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics; many small households obtain larger units, and some large families live in small units for economic reasons.

Table 4.14-2 compares the number and size of households in Montclair and San Bernardino County as a whole for every five years from the period 2000-2021. As shown, the total number of households in the City has increased every five years. There has also been an overall increase in the number of households in the County over the past 21 years. The average household size in the City increased from 3.69 pph in 2000 to 3.85 pph in 2021. The average household size in the County as a whole increased from 3.15 pph in 2000 to 3.30 pph in 2021.

Table 4.14-1 Population Growth in Montclair (2000 – 2021)

Year	Population	Percent Change
2000	33,049	0.81
2001	33,316	1.55
2002	33,834	0.71
2003	34,075	0.95
2004	34,398	1.56
2005	34,934	-0.17
2006	34,873	2.46
2007	35,732	0.77
2008	36,007	0.14
2009	36,057	1.58
2010	36,628	0.10
2011	36,664	1.64
2012	37,265	0.49
2013	37,449	0.15
2014	37,507	2.88
2015	38,586	0.66
2016	38,840	0.53
2017	39,047	0.45
2018	39,223	0.70
2019	39,498	0.01
2020	39,501	0.25
2021	39,598	0.81

Source: DOF, Report E-8, Population Estimates for California Counties and Cities: January 1, 2000 through January 1, 2010. DOF, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark

Table 4.14-2 Households in Montclair and San Bernardino County

Area	2000	2010	2021
Total Households			
Montclair	8,800	9,523	10,192
San Bernardino County	528,594	611,618	649,259
Average Household Size			
Montclair	3.69	3.81	3.85
San Bernardino County	3.15	3.26	3.30

Source: DOF, Report E-8, Population Estimates for California Counties and Cities: January 1, 2000 through January 1, 2010. DOF, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark

Table 4.14-3 shows housing growth in Montclair since 2000. Between 2000 and 2010, approximately 845 housing units were added to the City's housing inventory, an average yearly increase in the housing stock of approximately 85 housing units. Between 2010 and 2021, approximately 698 housing units were added to the City's housing inventory, an average yearly increase of approximately 63 units, reflecting a decrease in housing unit growth in the City in the last decade following the economic downturn. Of the 10,609 housing units in the City in 2021, an estimated 417 units (approximately 3.9 percent) were vacant.

Table 4.14-3 Total Housing Units in Montclair Defined by Units per Structure

Year	Single Family Home	Multifamily Home (2-4 units)	Multifamily Home (5+ units)	Mobile Home/Other	Total Number of Units	Occupied Units
2000	5,960	—	2,352*	754	9,066	8,800
2010	6,305	—	2,715*	891	9,911	9,523
2017	6,370	1,081	2,083	896	10,430	9,982
2018	6,400	1,081	2,107	896	10,484	10,055
2019	6,454	1,081	2,113	896	10,544	10,124
2020	6,458	1,081	2,113	896	10,548	10,133
2021	6,459	1,097	2,157	896	10,609	10,192

Source: DOF, Report E-8, Population Estimates for California Counties and Cities: January 1, 2000 through January 1, 2010. DOF, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark

* Includes 2-4 units in count

c. Jobs-Household Ratio

The jobs-household ratio in a jurisdiction is an overall indicator of jobs availability within the area. A balance of jobs and housing can give residents an opportunity to work locally and avoid employment commutes to other places in the region. As shown in Table 4.14-4, employment in Montclair was estimated at 16,500 in 2012 (SCAG 2016). Based on this employment estimate and the City's estimated 2012 population of 37,200, the City's jobs-household ratio in 2012 was 1.72 jobs per household. The County's 2012 jobs-household ratio was 1.07 jobs per household.

d. Projections

Table 4.14-4 presents population, households, and employment projections through 2040 for Montclair and Table 4.14-5 presents population, households, and employment projections through 2040 for San Bernardino County. The projections are based on the SCAG Regional Transportation Plan (RTP) 2016-2040 projections.

The projections in Table 4.14-4 suggest that the City's population will grow approximately 12.7 percent over the next 20 years, from 37,900 in 2020 to 42,700 in 2040, an estimated increase of 4,800 new residents by 2040. New households are expected to increase 14.6 percent over the next 20 years, from 10,200 in 2020 to 11,600 in 2040, for a total of increase of 1,400 households from 2020 levels. Employment is projected to increase approximately 9 percent from 2020 levels, from 17,400 jobs in 2020 to 19,000 jobs in 2040, for a total of approximately 1,600 new jobs from 2020 levels. This would decrease the City's jobs-housing ratio from 1.71 jobs per household in 2020

to 1.64 jobs per household in 2040. In contrast, the countywide jobs/housing ratio is forecast to increase from 1.15 jobs per household in 2020 to 1.20 jobs per household in 2040.

Table 4.14-4 Montclair Population, Households, and Employment

City of Montclair	2012	2020	2040
Population	37,200	37,900	42,700
Households	9,600	10,200	11,600
Employment	16,500	17,400	19,000
Jobs/Household Ratio	1.72	1.71	1.64

Source: SCAG' 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Table 4.14-5 San Bernardino County Population, Households, and Employment

County of San Bernardino	2012	2020	2040
Population	2,068,000	2,197,000	2,731,300
Households	615,300	687,100	854,300
Employment	659,500	789,500	1,028,100
Jobs/Household Ratio	1.07	1.15	1.20

Source: SCAG' 2016-2040 RTP/SCS

e. Regulatory Framework

Regional Housing Needs Assessment. California's Housing Element law requires that each county and City develop local housing programs to meet their "fair share" of future housing growth needs for all income groups, as determined by the DOF. The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need for their region among their City and county jurisdictions by income category. This fair share allocation is referred to as the Regional Housing Needs Assessment (RHNA) process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning "adequate sites" at suitable densities to provide affordability; and (2) housing programs to support production of below-market rate units. Montclair's allocation from the 2021-2029 RHNA, distributed among the four income categories, is shown in Table 4.14-6.

Southern California Association of Governments. As discussed in Chapter 4.11, *Land Use and Planning*, Montclair is located within the SCAG planning area. SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties, and is responsible for implementing the Regional Comprehensive Plan (RCP), RTP/SCS, and the Growth Visioning Report, each of which addresses regional issues associated with population growth, housing, and employment.

Table 4.14-6 Regional Housing Needs Assessment

Income Group	RHNA Allocation (units)	Percent of Total
Extremely Low	349	13.4%
Very Low	349	13.5%
Low	383	14.8%
Moderate	399	15.4%
Above Moderate	1,113	42.9%
Total	2,593	100%

Source: City of Montclair 2021-2029 Housing Element 2021

State Housing Element Statutes. State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code §65588 dictates that housing elements must be updated at least once every five years. Montclair’s most recent housing element (*Montclair Housing Element 2014 – 2021*), was adopted in February 2014. The City’s 2021-2029 Housing Element Update is part of the Plan analyzed in this EIR.

4.14.2 Impact Analysis

a. Methodology and Significance Thresholds

Population and housing trends in the City were evaluated by reviewing the most current data available from the U.S. Census Bureau, DOF, the current Montclair General Plan, SCAG, and the 2021 RHNA. Impacts related to population are generally social or economic in nature. Under CEQA, a social or economic change generally is not considered a significant effect on the environment unless the changes are directly linked to a physical change.

The following significance thresholds are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

1. Induce substantial population growth either directly or indirectly
2. Displace substantial number of existing housing, necessitating the construction of replacement housing elsewhere
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

For purposes of this analysis, “substantial” population growth is defined as growth exceeding SCAG or South Coast Air Quality Management District population forecasts for the City of Montclair. “Substantial” displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the proposed project.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan 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)?

Impact PH-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD RESULT IN MORE GROWTH THAN FORECAST BY SCAG, BUT POLICIES AND ACTIONS INCLUDED IN THE PLAN WOULD ADEQUATELY ADDRESS POTENTIAL IMPACTS FROM THIS PROJECTED POPULATION GROWTH, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

SCAG's RCP serves as a framework for addressing problems and creating a path to correct issues on a regional level through 2045. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. Population projections are made through SCAG's RTP/SCS and are the basis for growth for the RCP.

Development carried out under the Plan is projected to result in approximately 7,600 additional housing units in the City over the next 20 years. Based on Montclair's estimated average household size of 3.85 persons (DOF 2020), this would lead to an increase of approximately 29,200 residents in the City. Adding the 29,200 new residents cited above to the City's 2021 population of 39,598, future residential growth carried out under the Plan is predicted to increase the City's total population to 68,798, which is above SCAG's 2040 population forecasts of 42,700 from the 2016-2040 RTP/SCS (SCAG 2016). The addition of approximately 29,200 residents would lead to an approximately 73.7 percent increase in population over the next 20 years. Therefore, the Plan could induce substantial population growth in the area, either directly or indirectly. The following proposed General Plan policies and actions, however, address potential impacts from this population growth:

P1.6 Improve the City's jobs/housing balance ratio.

- A1.6 Support development that provides housing and employment opportunities to enable people to live and work within Montclair.
- A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

P4.9 Provide flexibility to accommodate for growth and change.

- A4.9a Develop phasing strategies connected to infrastructure improvements.
- A4.9c Plan public investment and infrastructure to create/enhance development potential.

P8.2 Facilitate access to reasonably priced work-live spaces.

Under the Plan, additional residential development/ redevelopment would be concentrated in corridors and districts and given the built-out nature of the City, development would occur primarily in areas identified in the Plan as having the greatest potential for future growth. The General Plan Land Use Plan sets forth a 20-year vision to preserve the character and quality of existing neighborhoods and encourage new housing in the Downtown area and Corridors close to services, jobs, and conveniences. The Land Use Plan is closely tied to the Arrow Highway Mixed-Use District (AHMUD) Specific Plan, which is focused on attracting and retaining talent and jobs while creating a vibrant place to work and live. Based on extensive community participation and input, the General Plan and the AHMUD Specific Plan present policies and clear and precise regulations that encourage

new housing to be provided in walkable mixed-use environments downtown and along major transit corridors, shifting development pressure away from stable residential neighborhoods.

Although the General Plan would facilitate additional growth beyond that forecast in SCAG's 2016 RTP/SCS, the Plan would redistribute some of the already forecast growth in the City through creation of the Focus Areas of New Development described and shown on the proposed General Plan Land Use Map (Figure 4.14-1). Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While there is relatively strong demand for a variety of land uses within Montclair, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for the next 20 years in the Plan is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

It should also be noted that, while the Plan would accommodate population growth beyond that forecast by SCAG's 2020 RTP/SCS, it would also help meet the City's RHNA allocation. As shown in Table 4.14-6, the City's RHNA allocation is 2,593 housing units by 2029. SCAG's 2020 RTC/SCS projects that the number of households in the City will grow by 1,400 over the next 20 years. Spread out over 20 years, this 1,400-household increase would equal 70 households per year. Over the eight-year span of the Housing Element/RHNA cycle, 70 households per year would equal 560 households, which would fall well short of the City's RHNA allocation of 2,593 housing units by 2029.¹ The Plan therefore exceeds SCAG's projections, at least in part, for the purpose of meeting the City's RHNA allocation and the housing demand it represents.

For all the reasons discussed above, the Plan's potential impacts related to substantial unplanned population growth would be less than significant without the need for mitigation.

Mitigation Measures

None required beyond compliance with applicable Plan policies and actions.

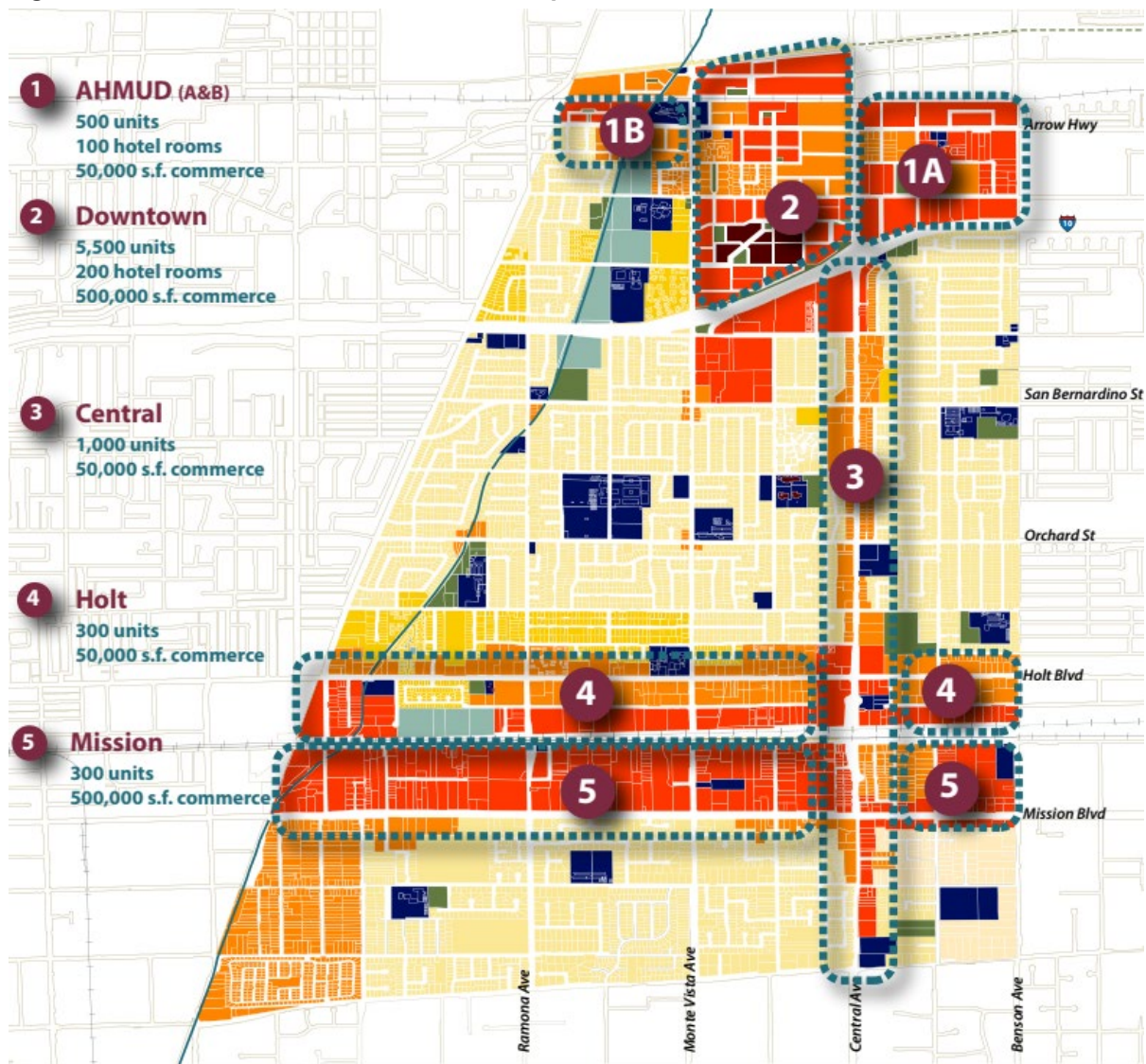
Threshold 2: Would the Plan displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact PH-2 PLAN IMPLEMENTATION WOULD NOT RESULT IN THE DISPLACEMENT OF SUBSTANTIAL NUMBERS OF HOUSING OR PEOPLE. ON THE CONTRARY, THE PLAN WOULD FACILITATE THE DEVELOPMENT OF NEW HOUSING IN ACCORDANCE WITH STATE AND LOCAL HOUSING REQUIREMENTS, WHILE PRESERVING EXISTING RESIDENTIAL NEIGHBORHOODS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Given the fact that Montclair is mostly built out and vacant land is limited, the proposed project focuses future development in the Downtown district, the Arrow Highway Mixed Use District (AHMUD) and other transportation corridors. Most of the proposed "infill" development is anticipated to occur primarily within the area covered by the Downtown District as shown in Table 4.14-7 and Figure 4.14-1.

¹ While households and housing units are not the same (a household is the group of people occupying a housing unit), they are sufficiently analogous for the purposes of this comparison.

Figure 4.14-1 Focus Areas for New Development



Focusing development in the Downtown area would not result in displacement of existing residences to accommodate the planned increase in development intensity. As stated in the Policies and Actions of the General Plan listed on the following page, the strategic infill development called for under the Plan would focus on mixed-use, walkable, and contextual development while conserving stable residential neighborhoods.

As shown in Table 4.14-7, The General Plan projects that development in Montclair over the next 20 years would add 7,600 residential units to the City, with most of this growth directed to the Downtown area, the AHMUD and transportation corridors. Although no residential development that would be displaced by implementation of the General Plan has been identified, if any such displacement did occur, the 7,600 new residential units would more than replace any existing displaced residences.

For all the reasons discussed above, impacts related to displacement of existing housing or people would be less than significant.

P3.2 Conserve stable residential neighborhoods.

A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.

A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

P3.3 Conserve the stable residential neighborhoods.

A3.3a Direct new growth to the Station Area, Montclair Place District Specific Plan, Arrow Highway Mixed Use District, and the Central Avenue, Holt Boulevard, and Mission Street corridors.

A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

Table 4.14-7 Projected Growth by Place Types

Place Type	Residential Units
Districts	
Downtown	5,500
AHMUD East	300
AHMUD West	200
Corridors (w/ Centers)	
Central Avenue	1,000
Holt Boulevard	300
Mission Boulevard	300
Total	7,600

Mitigation Measures

None required beyond compliance with applicable Plan policies and actions.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. The impacts discussed in this chapter of the EIR are cumulative in nature. For example, the impact analysis in this chapter considers the Plan's consistency with SCAG planning documents that forecast and plan for population and housing growth throughout Southern California. It concludes that policies contained in the General Plan would be consistent with SCAG policies and plans, and that the Plan would reduce potential population and housing impacts at the Plan level to a less than significant level. This consistency with regional plans and policies would also ensure that the Plan not make a substantial contribution to any population and housing impact at the regional or any other cumulative level.

4.15 Public Services

This section assesses potential impacts to public services, including fire and police protection, public schools, and libraries. Impacts to recreational facilities and parks are discussed in Section 4.16, *Recreation*.

4.15.1 Environmental Setting

a. Fire Protection and Emergency Medical Services

The Montclair Fire Department (MFD) responds to all types of emergency situations involving fires, explosions, rescues, medical emergencies, hazardous conditions, natural disasters, and false alarms. The MFD also responds to nonemergency service calls and good intent calls. The MFD's firefighters and paramedics are therefore trained and prepared to respond to a wide variety of situations. The Fire Department's staff includes 18 firefighters, three chief officers, a public safety director, one fire investigator, one administrative technician, and one part-time receptionist (Dudek 2020). MFD has an average response time of 6 minutes and 13 seconds for medical emergencies and a response time of 6 minutes and 53 seconds for structural fires (Dudek 2020).

Montclair is not located in a very high fire hazard severity zone (California Department of Forestry and Fire Protection [CAL FIRE] 2022).

b. Police Protection

The Montclair Police Department (MPD) administers public safety in Montclair and has implemented several special programs to control criminal activity in the City, including school safe zone officers and school resources, volunteer program, and neighborhood watch (MPD 2022).

The Montclair Police Department is a municipal law enforcement agency responsible for the delivery of a full range of law enforcement services. Aside from uniform patrol, MPD offers specialized assignments such as Detective Bureau, Narcotics Investigations Task Force, Motor Officer Program, Technical Services, Montclair Place Precinct Patrol, and School Resource Officer. In addition to the sworn force, MPD employs full and part-time civilian support personnel and volunteers (MPD 2022). MPD has three divisions:

1. The Administrative Division provides support, general management, and direction in all department operations, from planning and personnel administration to community relations.
2. The Support Services Division is divided into specialized units such as Investigations, Evidence, Technical Services, Records, and Volunteer Services.
3. The Field Services Division is responsible for patrol operations including Narcotics Enforcement, Uniform Patrol, Montclair Place Patrol, Traffic Enforcement, Field Training Program, Crime Suppression Unit, and School Resource Officers. This division also includes our Communications (Dispatch) Division.

As of 2022, the MPD is comprised of 57 sworn police officers, 50 full-time and part-time civilians, including up to 15 reserve police officers. The MPD is organized into three divisions, Administrative, Support Services, and Field Services. The MPD's headquarters is located at 4870 E Arrow Highway (MPD 2022).

c. Public Schools

Montclair is served by the Ontario-Montclair Unified School District (OMUSD). The district includes the City of Ontario, Montclair, portions of Upland, and unincorporated areas of San Bernardino County. It serves 19,911 students, the district has 26 elementary schools, and six middle schools (California Department of Education 2022). Montclair High School is part of the Chaffey Joint Union High School District, a ninth to twelfth grade school district in San Bernardino County, and is the only public high school located in the City. The Chaffey Joint Union High School District reports an enrollment at Montclair High School of 2,856 students, and estimates the capacity of the high school to be approximately 3,483 students for an enrollment to capacity ratio of approximately 0.82 (Dudek 2020).

d. Parks

The City of Montclair's Public Works Department maintain 13 parks that cover 46.27 acres. Impacts to recreational facilities and parks are discussed in Section 4.16, *Recreation*.

e. Libraries

The Montclair Branch Library, which is part of the San Bernardino County Library and is located at 9955 Fremont Avenue. They are currently open Tuesday through Thursday and Saturday. They also offer courses and events for the community (San Bernardino County 2022).

4.15.2 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to public services would be potentially significant if implementation of the Plan would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered 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 following public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools
 - d. Parks
 - e. Other public facilities

Fire Protection Service

If the construction of new facilities were required to meet increased demand, it could result in potentially significant secondary environmental impacts. Impacts would be considered significant if development under the Plan would create the need for new or physically altered fire protection facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Police Protection Service

The City of Montclair does not have specific significance thresholds for police protection services. Therefore, impacts would be potentially significant if development carried out under the Plan would create the need for new police protection facilities, the construction of which would create significant environmental effects.

Public Schools

Impacts would be significant if public schools serving the Plan Area could not accommodate, according to OMUSD, future student growth without the construction of new facilities, or expansion of existing facilities, the construction of which would create significant environmental effects. However, any development within the Plan Area would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

Other Public Facilities

The Plan would result in potentially significant impacts if Plan implementation would result in substantial adverse physical impacts associated with provision of new or physically altered governmental facilities, or the 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.

b. Project and Cumulative Impacts

Threshold 1.a: Would the Plan result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE THE CITY'S POPULATION. THIS WOULD INCREASE DEMAND FOR FIRE AND EMERGENCY MEDICAL SERVICES AND POTENTIALLY CREATE THE NEED FOR NEW FIRE SERVICE FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PLAN AND THE MONTCLAIR MUNICIPAL CODE (MCC), AS WELL AS OTHER CITY PROGRAMS, WOULD REDUCE IMPACTS RELATED TO FIRE PROTECTION FACILITIES TO A LESS THAN SIGNIFICANT LEVEL.

The Plan would not expand Montclair's City limits or extend development into undeveloped areas, but development could occur in the Plan that would increase its population. While fire and emergency medical service capacity is primarily based on service area, an increase in population could incrementally increase the number of service calls and could eventually necessitate the need for additional staff and possibly facilities.

Any new development that would occur under the Plan would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants. This includes the 2019 California Fire Code, which contains project-specific requirements such as construction standards in new

structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

The following Plan policies and actions address fire and emergency medical service:

P6.3 Provide a high level of fire protection service in the community.

A6.3a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

A6.3b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdictions and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

Population and housing growth carried out under the Plan may require the construction of new fire protection facilities to meet the fire department response time of less than three minutes called for under General Plan policy A6.3a. However, Montclair’s existing Development Fee Schedule allocates several fees to support fire services include emergency medical services and fire prevention (Montclair 2018). These fees, plus the City’s General Fund would support any increased fire department costs that a project would incur including the construction of new facilities or hiring additional staff.

Any new development under the Plan, including the development of fire protection facilities, would also be required to undergo the City’s plan review process. City planning staff would determine if a discretionary project would be subject to CEQA and the City’s CEQA discretionary review process would reduce the environmental impacts of future projects to a less than significant level.

Mitigation Measures

None required beyond compliance with applicable Plan policies.

Threshold 1.b: Would the Plan result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-2 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE THE CITY’S POPULATION. THIS WOULD INCREASE DEMAND FOR POLICE SERVICES AND POTENTIALLY CREATE THE NEED FOR NEW POLICE SERVICE FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PLAN AND THE MCC, AS WELL AS OTHER CITY PROGRAMS, WOULD REDUCE IMPACTS RELATED TO POLICE PROTECTION SERVICES TO A LESS THAN SIGNIFICANT LEVEL.

Police protection services are not “facility-driven,” meaning such services are not as reliant on facilities in order to effectively patrol a beat. An expansion of, or intensification of development within, a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed.

Implementation of the Plan would result in intensification of development and an increase in population. According to the Bureau of Justice, in 2016 local police departments serving populations

of 50,000-249,999 residents employed an average of 1.7 officers per 1,000 residents (Bureau of Justice 2021). The MPD currently employs 57 sworn officers, and the City's future residential growth carried out under the Plan is predicted to increase the City's total population to 68,798. Fifty-seven sworn officers for 68,798 residents equals approximately 0.8 officers per 1,000 residents. At the City's projected population growth, the MPD would need to employ 117 officers to maintain the national average of 1.7 officers per 1,000 residents, and thus would require an additional 60 officers to reach this goal. Therefore, growth projected by the Plan would increase the number of officers that would be needed to reach the national average with projected population growth.

Although development and population growth carried out under the Plan would require additional police officers, the structure of the MPD as not "facility driven," as described above, would not entail the need for new or expanded police facilities to support 60 additional police officers. The Plan would therefore not result in the need to construct new police facilities. Impacts to police protection service would be less than significant. In addition, implementation of the following Plan policies would further ensure that impacts related to police protection services would be less than significant.

P6.1 Design a safe City.

A6.1a Incorporate natural surveillance principles into development codes and review processes.

A6.1b Emphasize and prioritize crime prevention strategies such as pedestrian scale lighting in targeted areas.

A6.1c Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

P6.2 Increase partnership between Police and neighborhoods to minimize conditions that encourage crime.

A6.2a Implement cooperative programs with neighborhoods that both build local trust and engage and redirect at-risk youth.

A6.2b Continue to support crime prevention and neighborhood watch programs throughout the City.

Mitigation Measures

Development carried out under the Plan would have a less than significant impact related to police protection services. Therefore, mitigation is not required.

Threshold 1.c: Would the Plan result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE THE CITY'S POPULATION. THIS WOULD INCREASE ENROLLMENT IN SCHOOLS AND POTENTIALLY CREATE THE NEED FOR NEW SCHOOL FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PLAN AND MMC, OTHER CITY PROGRAMS, AND STATE-REQUIRED PAYMENT OF SCHOOL IMPACT FEES, WOULD REDUCE IMPACTS RELATED TO SCHOOLS TO A LESS THAN SIGNIFICANT LEVEL.

Impacts to schools are determined by analyzing the projected increase in the demand for schools created by a project and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools would be less than significant with payment of the State Department of Education Development Fee in conformance with AB 2926, which was enacted to provide for school facilities construction, improvements, and expansion.

As explained in Section 4.15.1.c, the Plan Area is served by the OMUSD and the Chaffey Joint Union High School District. OMUSD is a K-8 school district in San Bernardino County that covers all of Montclair and a large portion of Ontario. It serves approximately 19,911 students, and the district feeds into Chaffey Joint Union High School District. Montclair High School, which is part of the Chaffey Joint Union High School District, serves the entire City.

Table 4.15-1 shows generation rates for residential land uses within the OMUSD and Chaffey Joint Union High School District. These generation rates are assumed to apply through the school districts.

Table 4.15-1 Student Generation Rates

Elementary	Middle School	High School	Total
0.14	0.03	0.085	0.255

Generation rates for apartments (not condos) were used to be more conservative
Source: Dudek 2020

As discussed in Section 4.14 *Population and Housing*, development carried out under the Plan is projected to result in approximately 7,600 additional housing units in the City over the next 20 years. The increase in dwelling units would increase enrollment in local schools serving Montclair. Table 4.15-1 shows the number of students that would be generated by development carried out under the Plan using the school districts' generation rates shown in Table 4.15-1. If all students generated by the proposed growth in the number of housing units were to attend elementary and middle schools within the OMUSD, the 1,292 new students would represent an approximately 6.5 percent increase from the total 19,911 students that were enrolled in the 2020/2021 school year. Additionally, the 646 students enrolled in Montclair High School would represent an approximately 23 percent increase from the total 2,795 students that were enrolled in the 2021/2022 school year. The Chaffey Joint Union High School District reports an enrollment at estimates the capacity of Montclair High School to be approximately 3,483 students. The addition of 646 students would bring the total enrollment of the high school to 3,411 which is below the school's estimated capacity. Thus, population growth from development carried out under the Plan would not require construction of a new high school.

Table 4.15-2 Students Generated

Housing Units	Elementary	Middle School	High School	Total Students Generated
7,600	1,064	228	646	1,938

See Table 4.15-1 for Student Generation Rates

Pursuant to Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning,

use, or development of real property, or any change in governmental organization or reorganization.” With payment of mandatory school impact fees by developers for future projects carried out in the Plan Area, impacts would be less than significant.

Mitigation Measures

None required beyond compliance with applicable Plan policies and adherence to State law.

Threshold 1.d: Would the Plan result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-4 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE THE CITY’S POPULATION. THIS WOULD INCREASE USE OF PARKS AND POTENTIALLY CREATE THE NEED FOR NEW PARKS AND RECREATION AREAS. HOWEVER, COMPLIANCE WITH POLICIES IN THE PLAN AND THE MMC, AND OTHER CITY PROGRAMS, WOULD REDUCE IMPACTS FROM NEW OR PHYSICALLY ALTERED PARKS TO A LESS THAN SIGNIFICANT LEVEL.

Development carried out under the Plan is projected to result in approximately 7,600 additional housing units in the City over the next 20 years. Based on Montclair’s estimated average household size of 3.85 persons (DOF 2020), this would lead to an increase of approximately 29,200 residents in the City over the next 20 years. Without additional parks, these residents would increase use of existing parks.

Adding 29,200 new residents to the City’s 2021 population of 39,598 would increase the City’s total population to 68,798. Montclair currently has 13 parks totaling 46.27 acres, providing 1.18 acres of park land per 1,000 residents. Increasing the City’s population to 68,798 would reduce the ratio of parks and open space per 1,000 residents from its current level of 1.18 to 0.67 unless more parks and open space are created. However, MMC requirements to pay Quimby park fees and development impact fees will create community funds for more park space. Additionally, policies in the Plan, including an amendment to the development code to require new developments to provide their fair share of public and private open spaces, and the construction of a trail along the San Antonio Creek, and a collaboration with the OMUSD to facilitate access and community use of school grounds when school is closed, will help to expand park inventory towards the City’s goal of 5 acres per 1,000 residents. Working towards this higher ratio of park space per 1,000 residents would minimize the increase in use of existing parks from new development authorized under the Plan by providing new park space for use by new residents. These Plan policies and other Plan policies and actions (listed in Table 4.16-2) are all directed toward developing additional recreational facilities throughout the City.

Because the exact location and nature of future parks are not known at this time, any identification of specific impacts associated with future park development would be speculative. The actual impacts of new recreational facilities would depend upon the precise type and location of such facilities. Therefore, any park or open space developed as a separate project, or in conjunction with a new development proposal, would require a separate, project-specific review (including CEQA review when the project requires any discretionary approval) that would address any project-specific impacts that may have an adverse physical effect on the environment. For example, development of the San Antonio Creek Channel trail would require discretionary project approval and would therefore be subject to separate CEQA project level environmental review to address any

environmental impacts that may result from such development, such as potential water quality or safety impacts. However, since this project is planned to consist of enhancements to this existing facility to improve its aesthetic quality and to make it more usable for the public, and would not require major new construction, it is not anticipated that significant environmental impacts would result.

Levying park development impact fees during development of residential projects would help fund new parks and ensure adequate park space for the increased population under the Plan. The City's current development fee schedule requires single family, multifamily and mobile home development projects to dedicate park land or pay an in-lieu fee in order to create more park space in the City (Montclair 2018). In addition, new park construction projects would be required to go through the City's plan review process and comply with all applicable codes and ordinances including a design review. If the project is deemed discretionary, the project would also be subject to CEQA review (Montclair 2010). Project level CEQA review, when applicable, would avoid or require adequate mitigation of potential environmental impacts relating to the development of new parks.

For all the reasons discussed above, physical impacts from additional parks would be less than significant.

Mitigation Measures

None required beyond compliance with existing City programs and review processes.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. The environmental analysis above discusses all future public service facilities developed under the Plan. Although project level impacts would be individual in nature, the cumulative impact of these projects has also been discussed in this chapter. Therefore, the impacts discussed in this section are cumulative in nature. Policies contained in the Plan would reduce cumulative impacts to public services to a less than significant level, and the Plan would not make a substantial contribution to any cumulative public services impacts.

4.16 Recreation

This section analyzes the potential impacts on and from recreational resources resulting from implementation of the Plan, using information from the Plan itself, as well as other documents such as Montclair's current General Plan and the Montclair Municipal Code (MMC).

4.16.1 Environmental Setting

Montclair has over 76 acres of land that is owned or leased as parkland, and eleven parks that are maintained by the City's Public Works Department. The Chino Basin Conservation District has a two-acre garden at its headquarters at 4594 San Bernardino Street in Montclair dedicated to educating the community about water-efficient landscaping. Montclair has a variety of parks, including a skate park for the community. The City also offers recreational opportunities for the public, through classes and workshops available to view and sign up for the City's website (Montclair Public Works 2022).

a. Definitions

Montclair has a range of private and public open space types of varying character and function. Table 4.16-1 below (from Table C7.1, *Park and Open Space Typology* of the Plan) explains the types and their character and function.

b. Existing Conditions

Montclair is in the greater Pomona Valley and is one of many suburban communities within the Inland Empire region of Southern California. Montclair is in a transitional zone between the coastal plains and mountains west and north of the City, and California's Inland Desert region to the east and south of the City. Montclair is on an alluvial plain that slopes upwards towards the San Gabriel Mountains and Angeles National Forest. Average annual rainfall is generally 15 inches, though it can fluctuate significantly from year to year and Montclair has, like many communities in Southern California, suffered from periodic drought. The annual average temperature in Montclair is 64.1 degrees Fahrenheit (°F). Summer highs are typically in the 90s (but sometimes exceeding 100°F) and winter lows are typically in the 40s but can occasionally dip into the 30s, although they rarely dip below freezing. Temperatures are projected to increase by five to eight degrees by the end of this century. These conditions in turn increase vulnerability to extreme weather events such as droughts and wildfires. Montclair's primary drainage channel, San Antonio Creek, originates in Mt. San Antonio (known locally as Mt. Baldy). The creek flows in a natural channel in San Antonio Canyon in the San Gabriel Mountains until it reaches San Antonio Dam at the base of the mountains just north of the cities of Claremont and Upland and the unincorporated community of San Antonio Heights. From there it flows southwest via a concrete channel through San Antonio Heights and Upland before reaching Montclair, where it runs (still in a concrete channel) through the City roughly parallel to its western boundary.

Montclair, while surrounded by natural features, is largely built out, with little undeveloped land. Montclair's parks and open space network are comprised of the following elements:

Table 4.16-1 Park and Open Space Typology

Scale		Open Space Typology	Character and Function
Public	Regional	Wilderness	Natural environments rich in wildlife that are left in the natural state.
		Greenway	A network of spaces that includes pathways for walking and biking while also allowing wildlife to move through urban areas. Typically found along creek corridors.
	City	Community Park	A large area for active recreation that includes sports fields and community facilities such as swimming pools.
	Neighborhood	Neighborhood Park	A mid-sized informal public space, often the focal point of the neighborhood. The green is enclosed by buildings, used for unstructured recreation, and planted with grass and trees.
		Square	A formal public space, no larger than a block, located at the focal point of civic significance, enclosed by key buildings, typically hard paved and allows passive recreation.
		Plaza	A public space circumscribed by civic or commercial frontages, with formal landscaping.
		Community Garden	A semi-private grouping of garden plots available for small-scale cultivation by residents of apartments and other dwelling types without private gardens. Community gardens strengthen community bonds, provide food, create recreational and therapeutic opportunities and promote environmental awareness and education.
	On the Block	Quadrangle	A private open space enclosed by buildings accessible by a small opening to the street.
		Pocket Park	A fenced area for child's play within walking distance to nearby homes, closely overlooked by residents. The play areas contain soft and hard surfaces, play equipment, and benches with ample shade provided by tree cover.
		Parklet	A parklet is an expansion of the sidewalk into one or more on-street parking spaces to provide new streetscape features such as seating, planting, bicycle parking, or elements of play.
Private	On the Lot	Courtyard	A public or private open space surrounded by walls or buildings. The court is paved or landscaped.
		Terrace	A private outdoor extension of a building above ground level that is used for gardening, entertaining, outdoor cooking, or relaxation.
		Yard	A private landscaped area of a lot. Typically, the area is free of buildings and structures. Exceptions include permitted encroachments such as porches, patios, and terraces. Portions of the private yard may be used as a kitchen-garden for small-scale cultivation of food.
	Within the Building	Patio	A private outdoor space that adjoins a residence and is typically paved.
		Roof Garden	Roof gardens are useful in urban situations where yards may not be available. Roofs are also useful for small-scale cultivation.

- Formally programmed public parks and gardens operated and maintained by the City
- Undeveloped open spaces
- Semi-recreation areas, such as school yards and playgrounds
- Trails and streetscapes

Montclair is largely built-out, with few vacant parcels available to develop into future parkland. The City's current stock of parks are small neighborhood parks as opposed to larger, regional parks capable of serving a larger population. The Pacific Electric (PE) Trail, which runs from east to west along the northern boundary of the City, is a regional trail running approximately 18 miles from the City of Rialto west to the City of Claremont (Trail Link 2022), but there are no planned or existing bike routes connecting it to Montclair's other recreational resources. Montclair does not have existing City-wide plans that require street trees, which has resulted in many City streets that have few or no street trees. Without the shade provided by canopy trees, it can feel hot and uncomfortable to walk and bike and discourages using active modes to access open space.

Along the existing San Antonio Creek Channel there is an opportunity to develop a regional bike and pedestrian trail with connections to the existing PE Trail and nearby parks, schools, and proposed bikeways. Existing stormwater detention basins within the City have potential to be designed to incorporate recreational uses and increase the City's existing stock of parkland. Establishing bike and pedestrian-oriented design recommendations and standards for the public right-of-way, such as planting shade street trees, green infrastructure, pocket parks, and other pedestrian oriented amenities will help the City's streets to function as extensions of the open space network. The standards in the *NRPA Agency Performance Review* document published by National Recreation and Park Association indicate 9.9 acres per 1,000 residents as a good ratio (NRPA 2022). Montclair has 13 parks that occupy 46.27 acres, providing 1.18 acres of park land per 1,000 residents. The national average is 10.1 acres of park land per 1,000 residents.

The community survey and feedback from community focus group meetings found 65 percent of respondents are satisfied with the quality of the City's parks. Community members feel there's room for improvement to parks in terms of perceived safety at parks, park maintenance, adding amenities, and increasing the number of parks. Montclair's parks are well loved, with some room for improvement. For example, many of Montclair's parks are separated from the surrounding neighborhoods by walls and have limited ingress/egress points. This condition can create a sense of isolation and a lack of perceived safety for park users. Developing welcoming entry points and limiting the use of walls can improve the sense of safety. Tree cover in Montclair's parks vary: some have ample mature tree canopies that provide shade and others have more limited tree canopy coverage. Program amenities at parks include ball fields, basketball courts, a skate park, and playgrounds. Several of the City's parks have no hard programming and simply provide open green space (Montclair 2021).

There is an opportunity to improve connectivity to parks through the development of a local bike network to connect these recreational destinations to other activity nodes in Montclair, such as schools, employment hubs, retail areas, transit stops, and neighborhood centers, as well as to the proposed regional bike and pedestrian trail along the San Antonio Creek Channel. Exploring opportunities to acquire land, such as the recently acquired Reeder Ranch property, and redesigning the City's detention basins, represent major opportunities to expand the City's parks and open space network.

4.16.2 Regulatory Framework

a. State

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resources Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

Additionally, the Quimby Act was established by the California legislature in 1965 to provide parks for growing communities in California. The Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of three acres of park area per 1,000 persons residing within a subdivision or the payment of an in-lieu fee for park or recreational purposes, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed five acres per 1,000 residents. The Act also specifies acceptable uses and expenditures of such funds.

b. Local

The 1999 General Plan recommended three acres of park and recreational facilities per 1,000 people. Montclair has no requirement for providing public open space. Under MMC Title 11, Division II Chapter 38, most residential development projects requesting a subdivision or a zone change are required to either dedicate land for recreation and park purposes or pay an in lieu fee (Quimby Fees). These fees are required to be spent on land to serve the development that paid the fee (generally within one to two miles of the project). Typically, when parcels are subdivided, park fees are collected for open spaces. Since Montclair is built out, there is seldom subdivision activity resulting in park fees. Private open space is presently required in the form of minimum yards in front, side, and rear of the building and a limitation on the percentage of a lot that can be covered by a building.

Public open spaces are required either as a percentage of land area or a prescribed ratio of acreage based on total population. According to the Plan, the process is largely a numerical exercise that seldom addresses the spatial and artistic quality of open space. The open space often ends up being remnant parcels of leftover land after development that is difficult to access, use, and secure. The open spaces are banal and boiled down to minimum regulations that produce similar places with no regard to local character.

The North Montclair Downtown Specific Plan, the Montclair Place District Specific Plan, and the proposed Arrow Highway Mixed-Use District Specific Plan are regulated by a form-based code. In the form-based approach, the open space requirements are carefully integrated with block, street, building, and frontage standards to work in consort to create a specific urban place desired by a community. Form-based codes are applied through a specific regulating plan. The function and location of all small and large open spaces and their relationships with the streets and buildings are called out in the regulating plan. Depending on their scope and context, the open spaces include a diverse range of integrated public and private spaces at the building, lot, block, neighborhood, community, or regional level. The individual building types specify private open spaces required at the lot and building level. This approach allows neighborhoods access to a range of public and private open spaces.

4.16.3 Impact Analysis

a. Methodology and Significance Thresholds

According to the 1999 General Plan, the City's desired ratio for park space is three acres of park and recreational facilities for every 1,000 City residents (see Section 4.16.2, *Regulatory Framework*). The proposed 2021 General Plan strives to expand the City's park inventory by increasing this standard to 5 acres per 1,000 residents (see Plan Section 8.I.1). The Plan also calls for providing a variety of park types, as shown in Table C7.2 of the Plan (Table 4.16-1 of this EIR). Therefore, while the ratio of parks space to population is analyzed in the impact analysis below, the significance of impacts is analyzed in terms of the thresholds of significance below, not on the basis of any numerical threshold.

According to CEQA Guidelines Appendix G, impacts are considered significant if Plan implementation would 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, or if Plan implementation would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan 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?

Impact REC-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY INCREASE THE USE OF EXISTING PARKS AND OPEN SPACE, BUT POLICIES IN THE PLAN FOR PROVIDING ADDITIONAL RECREATIONAL FACILITIES, AS WELL AS CITY PARK DEDICATION FEES AND DEVELOPMENT IMPACT FEES, WOULD HELP OFFSET THESE IMPACTS, AND SUBSTANTIAL PHYSICAL DETERIORATION OF RECREATIONAL FACILITIES WOULD NOT OCCUR. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development carried out under the Plan is projected to result in approximately 7,600 additional housing units in the City over the next 20 years. Based on Montclair's estimated average household size of 3.85 persons (DOF, 2020), this would lead to an increase of approximately 29,200 residents in the City over the next 20 years. Without additional parks, these residents would increase use of existing parks.

Adding 29,200 new residents to the City's 2021 population of 39,598, would increase the City's total population to 68,798. Montclair currently has 13 parks totaling 46.27 acres, providing 1.18 acres of park land per 1,000 residents. Increasing the City's population to 68,798 would reduce the ratio of parks and open space per 1,000 residents from its current level of 1.18 to 0.67 unless more parks and open space were created.

MMC requirements to pay Quimby park fees and development impact fees would create community funds for more park space. Additionally, policies in the General Plan, including an amendment to the development code to require new developments to provide their fair share of public and private open spaces, construction of a trail along San Antonio Creek, and a collaboration with the Ontario-Montclair School District to facilitate access and community use of school grounds when school is closed, would help to expand park inventory towards the City's goal of 5 acres per

1,000 residents. Creating new parks and open space in the community would increase the ratio of park space per 1,000 residents (compared to conditions without such additional parks and open space), thus minimizing impacts on recreational facilities from increased use of existing parks from new development carried out under the Plan. These policies and the other policies and actions of the Plan (listed in Table 4.16-2) are all directed toward the development of additional recreational facilities throughout the City. Therefore, impacts on existing recreational facilities from their potentially increased use would be less than significant.

Table 4.16-2 Montclair General Plan Our Active Community Policies and Actions on Park Space

Number	Policy/Action Description
P7.1	Expand park inventory to strive for the standard of 5 acres per 1000 residents.
A7.1a	Amend development code to require new development to provide its fair share of public and private open spaces.
A7.1b	Develop trail along the San Antonio Creek Channel.
A7.1c	Collaborate with the school district to facilitate access and community use of school grounds when school is closed.
P7.2	Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile (1/4 mile preferred). Invest in the acquisition of new parkland that can make parks a part of everyday life in existing and future underserved areas. The City should introduce and develop a collection of smaller pocket parks that can be woven into existing urban areas with insufficient access to parks. Additionally, areas in the Downtown and along the Corridors where the City is focusing future transportation investments will help improve, increase, and expand access to future parkland.
A7.2	Expand the overall parks and recreation system through repurposing public land like excess street space, partnering with other organizations like Ontario-Montclair School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces.
P7.3	Promote, expand, and protect a green infrastructure that links the natural habitat.
A7.3a	Prepare a Citywide Green Infrastructure Framework.
A7.3b	Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty.
A7.3c	Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.
P7.4	Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.
A7.4a	Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park.
A7.4b	Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance.
A7.4c	Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit.
P7.5	Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.
A7.5a	Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep.
A7.5b	Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development.

Number	Policy/Action Description
A7.5c	Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City.
P7.6	Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & programs.
A7.6a	Use the City website to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks.
A7.6b	Create a parks map with safe walking path to parks, with mileage information.
P7.7	Explore creative or alternative funding opportunities for programs & capital projects.
A7.7a	Explore establishing a Community Foundation or “Friends of Montclair Parks” organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space.
A7.7b	Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing facilities.
A7.7c	Explore contracts with private business to provide and operate some of the recreational activities which would be financed, constructed, and operated by the private sector with additional compensation paid to the City.
A7.7d	Explore interlocal agreements between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities.
P7.8	Ensure equitable distribution of off-leash areas throughout the City. Dedicated off-leash dog areas in appropriate locations ensure both dog owner and non-dog owner can enjoy parks. Fenced-in play areas and larger off-leash areas with dog-friendly trails and dog-runs that are adequately buffered from other park activities minimize conflict and allow dogs to run and have fun without being on a leash. Dog parks create a healthier lifestyle for our furry friends and provide a spot for dog owners to socialize.
A7.8a	Create a set of standards for off-leash dog areas. Design criteria include: fencing with a double entry gate, designated areas for large and small dogs, dog waste bags and trash cans, a drinking fountain for humans with a dog bowl feature, shade area, and seating. Place clear signage on both off-leash dog trails and trails where dogs are required to be on-leash.
A7.8b	Provide off-leash areas in parks, where feasible.
Source: 2021 Montclair General Plan, pgs. 180-181.	

Mitigation Measures

No mitigation measures would be required beyond compliance with applicable General Plan policies.

Significance After Mitigation

Impacts would be less than significant without mitigation

Threshold 2: Would the Plan include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-2 DEVELOPMENT CARRIED OUT UNDER THE PLAN MAY REQUIRE THE CONSTRUCTION OR EXPANSION OF ADDITIONAL PARKS AND OPEN SPACE, BUT IMPLEMENTATION OF THE POLICIES CONTAINED IN THE PLAN, AS WELL AS EXISTING CITY PROGRAMS AND REVIEW PROCESSES, WOULD AVOID OR ADEQUATELY MITIGATE ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Plan promotes the addition of parks and open spaces to the community. This includes expanding the overall parks and recreation system through repurposing public land like excess street space, partnering with other organizations like Ontario-Montclair School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces, including the development of a new trail along the San Antonio Creek Channel. The Plan also calls for pursuing additional joint use agreements with local schools for use of their recreational facilities when schools are not in session. Pursuing new joint use agreements would not create new adverse physical impacts since those facilities are already developed. Table 4.16-2 lists policies and actions directing park planning in the City from the *Our Active Community* chapter of the Plan.

While the potential environmental impacts of future recreational facilities are analyzed, to the extent feasible and relevant, at a programmatic level throughout this EIR, because the exact location and nature of future parks are not known at this time identification of project-level impacts associated with development of these future parks would be speculative. The actual impacts of new recreational facilities would depend upon the precise type and location of such facilities. Therefore, any park or open space developed as a separate project, or in conjunction with a new development proposal, would require a separate, project-specific CEQA review that would address any project-specific impacts that may have an adverse physical effect on the environment. For example, discretionary approvals for development of the San Antonio Creek Channel trail would require separate CEQA project level environmental review to address any environmental impacts that may result from such development, such as potential water quality or safety impacts. However, since this project is planned to consist of enhancements to this existing facility to improve its aesthetic quality and to make it more usable for the public, and would not require major new construction, it is not anticipated that significant environmental impacts would result.

Implementation of the Plan policies and actions listed in Table 4.16-2, as well as existing City programs and review processes, including project level CEQA review, would avoid potentially significant environmental impacts relating to the development of new parks or require adequate mitigation for such impacts. Therefore, physical impacts from additional recreational facilities would be less than significant.

Mitigation Measures

No mitigation measures would be required, as implementation of Plan policies and actions, as well as existing City programs and review processes, would avoid or adequately mitigate potential environmental impacts relating to the development of new parks.

Significance After Mitigation

Impacts would be less than significant without mitigation

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. In that sense, the analysis of the Plan's impacts also constitutes the cumulative analysis. Use of recreational facilities, however, extends beyond jurisdictional boundaries, and regional recreational resources and cumulative impacts to these resources are therefore discussed below.

In addition to the local recreational resources discussed throughout this chapter of the EIR, Montclair residents have access to recreational resources outside of the Plan Area. The Angeles National Forest and San Bernardino National Forest are approximately four miles north of the Plan Area and offer opportunities for hiking, camping, fishing, and other outdoor wilderness activities. Frank G. Bonelli Regional Park is located approximately four miles west of the Plan Area and includes Puddingstone Lake. The 1,975 acres of park facilities surrounding the lake offer a variety of recreational activities: family and group picnicking, sightseeing, hiking, horseback riding, jogging, nature walks, recreational vehicle and group camping, a water-theme park, calf-roping, bird watching, golfing, and bicycling. Chino Hills State Park, located approximately seven miles south of the Plan area, is a 14,102-acre open space preserve with over 90 miles of hiking, biking and equestrian trails.

Montclair residents, like all residents of the region, would have access to these regional recreational facilities as well as the parks and open space within the Plan Area. These regional recreational resources would help meet some of the demand for recreational facilities created by population growth under the Plan and other regional growth but may also experience some increased use due to that population growth. However, the additional recreational resources envisioned under the Plan (as discussed in Impact REC-1) would help offset this demand, as would both current and planned future recreational facilities in other communities. The Plan would thus not make a substantial contribution to cumulative impacts to regional recreation facilities and resources.

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4.17 Transportation

This chapter evaluates the Plan's potential impact on the local and regional transportation and circulation system, including its impact on vehicle miles traveled (VMT). The analysis is based on the information included in the Transportation Impact Analysis (TIA) prepared by Fehr & Peers in March 2022 and included in Appendix B of this EIR.

4.17.1 Environmental Setting

a. Existing Street Network

The scope of the TIA was developed by Fehr & Peers in coordination with Rincon Consultants and the City of Montclair. A total of 46 segments were analyzed.

1. Arrow Highway from City limits to Monte Vista Avenue
2. Arrow Highway from Monte Vista Avenue to Central Avenue
3. Arrow Highway from Central Avenue to Benson Avenue
4. Moreno Street from Mills Avenue to Monte Vista Avenue
5. Moreno Street from Monte Vista Avenue to Central Avenue
6. Moreno Street from Central Avenue to Benson Avenue
7. San Bernardino Avenue from Mills Avenue to Monte Vista Avenue
8. San Bernardino Avenue from Monte Vista Avenue to Central Avenue
9. San Bernardino Avenue from Central Avenue to Benson Avenue
10. Orchard Street from Mills Avenue to Ramona Avenue
11. Orchard Street from Ramona Avenue to Monte Vista Avenue
12. Orchard Street from Monte Vista Avenue to Central Avenue
13. Orchard Street from Central Avenue to Benson Avenue
14. Holt Boulevard from Mills Avenue to Ramona Avenue
15. Holt Boulevard from Ramona Avenue to Monte Vista Avenue
16. Holt Boulevard from Monte Vista Avenue to Central Avenue
17. Holt Boulevard from Central Avenue to Benson Avenue
18. Mission Boulevard from City Limits to Ramona Avenue
19. Mission Boulevard from Ramona Avenue to Monte Vista Avenue
20. Mission Boulevard from Monte Vista Avenue to Central Avenue
21. Mission Boulevard from Central Avenue to Benson Avenue
22. Phillips Street from Ramona Avenue to Monte Vista Avenue
23. Phillips Street from Monte Vista Avenue to Benson Avenue
24. Mills Avenue from Moreno Street to San Bernardino Avenue
25. Mill Avenue from San Bernardino Avenue to Orchard Street
26. Mills Avenue from Orchard Street to Holt Boulevard
27. Ramona Avenue from San Bernardino Avenue to Orchard Street
28. Ramona Avenue from Orchard Street to Holt Boulevard

29. Ramona Avenue from Holt Boulevard to City Limits
30. Monte Vista Avenue from City Limits to Moreno Street
31. Monte Vista Avenue from Moreno Street to I-10
32. Monte Vista Avenue from I-10 to San Bernardino Avenue
33. Monte Vista Avenue from San Bernardino Avenue to Orchard Street
34. Monte Vista Avenue from Orchard Street to Holt Boulevard
35. Monte Vista Avenue from Holt Boulevard to City Limits
36. Central Avenue from City Limits to Moreno Street
37. Central Avenue from Moreno Street to I-10
38. Central Avenue from I-10 to San Bernardino Avenue
39. Central Avenue from San Bernardino Avenue to Orchard Street
40. Central Avenue from Orchard Street to Holt Boulevard
41. Central Avenue from Holt Boulevard to Phillips Street
42. Benson Avenue from City Limits to Moreno Street
43. Benson Avenue from Moreno Street to San Bernardino Street
44. Benson Avenue from San Bernardino Avenue to Orchard Street
45. Benson Avenue from Orchard Street to Holt Boulevard
46. Benson Avenue from Mission Boulevard to Phillips Street

The Eastbound and Westbound segments of I-10 were also analyzed.

b. Analysis Scenarios

To identify potential impacts to these street segments, roadway volumes were calculated and analyzed under three scenarios:

- **Existing Year (2019) Conditions.** Roadway volumes were purchased from a big data provider called Streetlight Data. The data was collected using anonymized and aggregated GPS and cell phone data. The volumes represent the average daily traffic on Tuesdays-Thursdays throughout 2019 while schools were in session.
- **Cumulative Year (2040) No Project Conditions.** Consists of forecasted volumes to the Year 2040 based on growth and travel forecasts contained in the San Bernardino County Transportation Analysis Model (SBTAM). This scenario assumes minimal change in existing land use for the City of Montclair.
- **Cumulative Year (2040) Plus Project Conditions.** Consists of forecasted volumes to the Year 2040 based on the growth and travel forecasts contained in the SBTAM and the land use projects envisioned under the Plan.

Roadway segment LOS is reported for these analysis scenarios; however, this information is not used to identify significant project impacts. On August 3, 2020, the City of Montclair adopted CEQA thresholds consistent with Senate Bill (SB) 743. These thresholds identify VMT as the appropriate metric for determining the significance of transportation impacts under CEQA.

c. Analysis Methodologies

The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the roadway, bicycle, pedestrian, and transit components of the transportation system. All analysis presumes that future background travel conditions remain relatively constant and do not account for potential changes associated with disruptive trends such as increased use of transportation networking companies, which include Uber and Lyft, internet shopping, other internet related activities, automated vehicles (AVs), and micro-transit services.

The San Bernardino County Regional Travel model (SBTAM) was used to forecast roadway segment volumes and estimate existing and future VMT. This model is consistent with the 2016 SCAG RTP/SCS; it has a base year of 2018 and a forecast year of 2040.

The 2040 roadway network and land use inputs were revised to reflect the Plan conditions for the Cumulative Year Plus Project analysis.

d. Regulatory Setting and Significance Criteria

The significance criteria used to evaluate the project impacts to transportation are based on the *City of Montclair Traffic Impact Study Guidelines (August 2020)* and the *CEQA Appendix G Environmental Checklist (2021)*. Specific criteria to be used for identifying potential transportation impacts are identified in Table 4.17-1.

Table 4.17-1 CEQA Significance Criteria

Impact Categories	CEQA Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities
VMT Impacts	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
Emergency Access Impact	The project would result in inadequate emergency access
Source: AEP 2021	

For Plan conflicts addressing the circulation system, a review of transit, roadways, bicycle, and pedestrian facilities are provided in the *Existing Conditions* section of this chapter. For VMT impacts, the City's TIA Guidelines recommends detailed thresholds for project and cumulative conditions, as shown in Table 4.17-2. In this case, the Plan is expected to result in the addition of up to 7,580 housing units and 3,529 jobs.

Table 4.17-2 VMT Significance Thresholds

Impact Categories	Significance Thresholds
Project Level Impacts	<p>The baseline project-generated VMT per service population exceeds 15 percent below the County of San Bernardino VMT per service population</p> <p>The cumulative project-generated VMT per service population exceeds 15 percent below the County of San Bernardino VMT per service population</p>
Cumulative Impacts	The City of Montclair cumulative link-level boundary VMT per service population increases under the plus project condition compared to the no project condition.
<p>Note: Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).</p> <p>Source: City of Montclair 2020</p>	

e. Existing Vehicle Miles Traveled Analysis

SBTAM was used to estimate the existing VMT per Service Population for the City of Montclair and San Bernardino County.

VMT was estimated using the Origin/Destination (OD) method. This was completed by multiplying the OD trip tables and the final assignment skim matrices. The OD tables provided the number of trips between each Traffic Analysis Zone (TAZ), and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full length of all trips with an origin or destination in the TAZ representing the City of Montclair were used to estimate the City's VMT, and likewise the full length of all trips with an origin or destination in any of the TAZs within San Bernardino County were used to estimate the County VMT. As shown in Table 4.17-3, the City of Montclair average VMT per Service Population and San Bernardino County VMT per Service Population were both 32.7, meaning that travel in Montclair is on average just as efficient as the County as a whole.

Table 4.17-3 Existing Miles Traveled

Study Area	VMT Per Service Population
City of Montclair	32.7
San Bernardino County	32.7
<p>Note Service Population includes residents and employees.</p> <p>Source: Fehr & Peers 2022</p>	

f. Roads and Highways – Level of Service

As already explained, LOS is information that is no longer considered as the basis for determining environmental impacts under CEQA. The LOS information shown in the following sections is for the purpose of assessing roadway and intersection impacts associated with project-generated traffic, but for informational purposes only, not for CEQA impact analysis. Table 4.17-4 shows how LOS ranges are defined in terms of volume to capacity ratios.

Table 4.17-4 Level of Service Ranges

Level of Service (LOS)	Volume-to-Capacity Definition	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.00 – 0.600
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.601 – 0.700
C	LOS C represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.701 – 0.800
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 50 percent of free-flow speed	0.801 – 0.900
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.901 – 1.000
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely critical at signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.000

Source: Transportation Research Board 2000

Existing Conditions

This section discusses existing transportation conditions in the Plan Area including the roadway, transit, bicycle, and pedestrian networks.

Existing Roadway Facilities

REGIONAL ROADS

- **Interstate 10 (San Bernardino Freeway).** I-10 is an east-west facility beginning in the Santa Monica, California and terminating in Jacksonville, Florida. Within the Plan Area, the freeway has ten lanes, including two high-occupancy vehicles lanes, with a posted speed limit of 65 miles per hour.

LOCAL ROADS

- **Arrow Highway.** The Plan classifies Arrow Highway as a Major Roadway. Arrow Highway is an east-west facility with four lanes and a posted speed limit of 45 to 40 miles per hour.
- **Moreno Street.** The Plan classifies Moreno Street as a Secondary Roadway. Moreno Street is an east-west facility with two to four lanes and a posted speed limit of 35 to 40 miles per hour.

- **San Bernardino Street.** The Plan classifies San Bernardino Street as a Secondary Roadway. San Bernardino Street is an east-west facility with four lanes and a posted speed limit of 40 miles per hour.
- **Orchard Street.** The Plan classifies Orchard Street as a Secondary Roadway. Orchard Street is an east-west facility with four lanes and a posted speed limit of 40 miles per hour.
- **Holt Boulevard.** The Plan classifies Holt Boulevard as a Divided Arterial. Holt Boulevard is an east-west facility with four lanes and a posted speed limit of 45 miles per hour.
- **Mission Boulevard.** The Plan classifies Mission Boulevard as a Divided Arterial Roadway. Mission Boulevard is an east-west facility with four to six lanes and a posted speed limit of 45 miles per hour.
- **Phillips Boulevard.** The Plan classifies Phillips Boulevard as a Secondary Roadway. Phillips Boulevard is an east-west facility with two lanes and a posted speed limit of 35 miles per hour.
- **Mills Avenue.** The Plan classifies Mills Avenue as a Major Roadway. Mills Avenue is a north-south facility with two lanes and a posted speed limit of 40 miles per hour.
- **Ramona Avenue.** The Plan classifies Ramona Avenue as a Collector Roadway. Ramona Avenue is a north-south facility with two to four lanes and a posted speed limit of 35/40 miles per hour.
- **Monte Vista Avenue.** The Plan classifies Monte Vista Avenue as a Major Roadway north of Moreno Street, an Arterial north of San Bernardino Street, and a Secondary Roadway south of San Bernardino Street. Monte Vista Avenue is a north-south facility with four lanes and a posted speed limit of 35/40 miles per hour.
- **Central Avenue.** The Plan classifies Central Avenue as a Divided Arterial Roadway. Central Avenue is a north-south facility with four to six lanes and a posted speed limit of 40 miles per hour.
- **Benson Avenue.** The Plan classifies Benson Avenue as a Secondary Roadway. Benson Avenue is a north-south facility with two to four lanes and a posted speed limit of 35/40 miles per hour.

Roadway Analysis

The TIA evaluates existing and future roadway segment operations using the Chapter 16 of the *Highway Capacity Manual (HCM) 6th Edition* (Transportation Research Board 2016). Roadway segments are evaluated using daily service volumes, which may be used to identify how much additional roadway capacity is available. The methodology assigns a qualitative letter grade range from C (stable operation) to E (unstable operation and congestion) that represents the operations of the roadway as presented in Table 4.17-5.

Table 4.17-5 LOS Threshold for Roadway Segments

Number of Lanes	LOS C	LOS D	LOS E
Collector			
2 (1 lane in each direction)	1,600	10,800	16,400
4 (2 lanes in each direction)	2,000	22,700	32,800
6 (3 lanes in each direction)	2,400	35,600	49,500
Arterial			
2 (1 lane in each direction)	7,100	14,500	16,800
4 (2 lanes in each direction)	15,100	30,800	33,700
6 (3 lanes in each direction)	23,400	47,400	50,700
Source: Highway Capacity Manual 6 th Edition (Transportation Research Board 2016)			

Existing Roadway Conditions

This section provides the data collection methodology and the existing (2019) roadway segment operation analysis for locations in the study area.

Average annual roadway segment volumes were estimated using cellular device data (StreetLight Data) from 2019 on typical weekdays when school was in session and calibrated using historical count data. The use of cellular device and historic count data for the roadway segment analysis was necessary due to the ongoing COVID-19 pandemic which made gathering new counts impractical.

At locations where historical counts were available, StreetLight Data was used to determine if traffic volumes had grown since when the counts were originally collected, and then used to calibrate the cellular device data into roadway segment volumes. Roadway segment volumes were rounded to the nearest 10.

Extensive testing of this data collection methodology is documented in a White Paper titled *A Transformative Data Collection Solution* (Fehr & Peers 2020). Nearly 90 percent of the study locations in Fehr & Peers sample had counts that fell within their reasonableness range based on the StreetLight estimates. The reasonableness range included locations where the count was within two standard deviations of the StreetLight estimate (almost 70 percent) or over-estimated the count in a consistent and repeatable manner across the sample, such that it could be corrected with calibration adjustments.

Locations in which StreetLight estimates were consistently higher than the one-day or two-day counts typically occurred in areas with high mobile device concentration. High-density urban areas with substantial transit service, walking, and bicycling are characteristics of these areas. Fehr & Peers hypothesized that StreetLight scaling algorithms that convert device trips to vehicle trips do not fully account for device concentration in higher-density areas. In Fehr & Peers's study area is not located in a high-density urban area, therefore cellular device data is a valid replacement for counts or a valid source for factoring older counts, providing multiple days of observations for the price of two to three days of typical roadway counts.

Existing (2019) average annual daily traffic (AADT) roadway segment volumes and roadway segment operations are presented in Table 4.17-6.

Table 4.17-6 Existing Roadway Segment Operations

Location	Facility Type	Number of Lanes	AADT	LOS
Arrow Highway				
Western City limits to Monte Vista Avenue	Arterial	4	17,990	C
Monte Vista Avenue to Central Avenue	Arterial	4	17,050	C
Central Avenue to Benson Avenue	Arterial	4	14,730	C
Moreno Street				
Mills Avenue to Monte Vista Avenue	Collector	2	6,830	C
Monte Vista Avenue to Central Avenue	Arterial	4	14,830	C
Central Avenue to Benson Avenue	Collector	4	16,200	C
San Bernardino Street				
Mills Avenue to Monte Vista Avenue	Collector	4	11,760	C
Monte Vista Avenue to Central Avenue	Collector	4	17,800	C
Central Avenue to Benson Avenue	Collector	4	13,970	C

Location	Facility Type	Number of Lanes	AADT	LOS
Orchard Street				
Mills Avenue to Ramona Avenue	Collector	4	4,650	C
Ramona Avenue to Monte Vista Avenue	Collector	4	5,180	C
Monte Vista Avenue to Central Avenue	Collector	4	6,070	C
Central Avenue to Benson Avenue	Collector	4	5,340	C
Holt Boulevard				
Mills Avenue to Ramona Avenue	Arterial	4	27,940	C
Ramona Avenue to Monte Vista Avenue	Arterial	4	24,270	C
Monte Vista Avenue to Central Avenue	Arterial	4	25,380	C
Central Avenue to Benson Avenue	Arterial	4	23,700	C
Mission Boulevard				
Western City Limits to Ramona Avenue	Arterial	4	23,780	C
Ramona Avenue to Monte Vista Avenue	Arterial	6	23,550	C
Monte Vista Avenue to Central Avenue	Arterial	4	27,520	C
Central Avenue to Benson Avenue	Arterial	4	21,240	C
Phillips Boulevard				
Ramona Avenue to Monte Vista Avenue	Collector	2	5,000	C
Monte Vista Avenue to Benson Avenue	Collector	2	4,650	C
Mills Avenue				
Moreno Street to San Bernardino Street	Arterial	2	11,080	C
San Bernardino Street to Orchard Street	Arterial	2	9,640	C
Orchard Street to Holt Boulevard	Arterial	2	8,220	C
Ramona Avenue				
San Bernardino Street to Orchard Street	Collector	2	6,300	C
Orchard Street to Holt Boulevard	Collector	2	8,800	C
Holt Boulevard to Southern City Limits	Arterial	4	18,120	C
Monte Vista Avenue				
Northern City Limits to Moreno Street	Arterial	4	21,910	C
Moreno Street to I-10	Arterial	4	33,170	D
I-10 to San Bernardino Street	Arterial	4	29,950	C
San Bernardino Street to Orchard Street	Collector	4	18,520	C
Orchard Street to Holt Boulevard	Collector	4	15,120	C
Holt Boulevard to Southern City Limits	Collector	4	9,890	C
Central Avenue				
Northern City Limits to Moreno Street	Arterial	6	25,880	C
Moreno Street to I-10	Arterial	6	38,370	C
I-10 to San Bernardino Street	Arterial	6	41,830	C
San Bernardino Street to Orchard Street	Arterial	4	40,210	E
Orchard Street to Holt Boulevard	Arterial	4	35,550	E
Holt Boulevard to Phillips Boulevard	Arterial	6	40,770	C

Location	Facility Type	Number of Lanes	AADT	LOS
Benson Avenue				
Northern City Limits to Moreno Street	Collector	4	16,380	C
Moreno Street to San Bernardino Street	Collector	4	12,800	C
San Bernardino Avenue to Orchard Street	Collector	4	10,660	C
Orchard Street to Holt Boulevard	Collector	4	8,780	C
Mission Boulevard to Phillips Boulevard	Collector	2	6,810	C

Source: Fehr & Peers, 2022

Cumulative (2040) Year

This section provides the forecasting methodology and the Cumulative (2040) Year roadway segment operation analysis for locations in the study area under the No Project and Plus Project scenarios.

Cumulative (2040) Year Forecasts

San Bernardino County Traffic Analysis Model (SBTAM) is a regional model that is based on the traditional four-step sequential modeling methodology with “feedback loop” procedures to insure internal modeling consistency. The model incorporates multi-modal analytical capabilities to analyze the following modes of travel: local and express bus transit, urban rail, commuter rail, toll roads, carpools, truck traffic, as well as non-motorized transportation which includes pedestrian and bicycle trips. Regional transportation models, such as the SBTAM, use socioeconomic data to estimate trip generation, mode choice, as well as several sub-models to address complex travel behavior and multi-modal transportation issues. The model responds to changes in land use types, household characteristics, transportation infrastructure, and travel costs such as transit fares, parking costs, tolls, and auto operating costs.

SBTAM was used to develop the future traffic volume forecasts. Three model scenarios were utilized in the forecasting process: Base Year, Future Year No Project, Future Year Plus Project, as described below:

- **Base Year Model.** This scenario contains the base year (2018) land use and roadway network assumptions.
- **Future Year Model No Project.** This scenario contains the future year (2040) land use and roadway network assumptions. Additionally, TAZ’s in the City of Montclair were overwritten to represent the No Project land use scenario (e.g., account for regional growth in the region, but growth assumed in the City is consistent with the old General Plan).
- **Future Year Model Plus Project.** This scenario is identical to the Future Year No Project scenario, except the new General Plan proposed land use growth by TAZ was incorporated in the City of Montclair.

To develop Cumulative (2040) Year No Project scenario forecasts, the Future Year Model No Project was compared to the Base Year Model outputs using the difference method. Similarly, to develop Cumulative (2040) Year Plus Project scenario forecasts, the Future Year Model Plus Project was compared to the Base Year model outputs using the difference method. The difference method was done using standard techniques consistent with National Cooperative Highway Research Program

Report 255. The arithmetic difference was taken between the future year and base year model outputs and that difference was used to determine an annual growth.

That annual growth was then successively added to the existing roadway volumes collected in 2019 to reach the cumulative year of 2040. To provide a conservative analysis, negative growth was not allowed in the Cumulative (2040) Year No Project scenario volumes. If the model predicted negative growth over existing conditions, the existing conditions volumes were utilized.

Cumulative (2040) Year No Project and Plus Project AADT roadway are presented in Table 4.17-7.

Table 4.17-7 Cumulative (2040) Year Roadway Segment Operations

		Cumulative (2040) Year No Project			Cumulative (2040) Year Plus Project		
		Number of Lanes	AADT	LOS	Number of Lanes	AADT	LOS
Location	Facility Type						
Arrow Highway							
Western City Limits to Monte Vista Avenue	Arterial	4	25,790	C	4	29,890	C
Monte Vista Avenue to Central Avenue	Arterial	4	25,440	C	4	27,450	C
Central Avenue to Benson Avenue	Arterial	4	18,680	C	4	21,530	C
Moreno Street							
Mills Avenue to Monte Vista Avenue	Collector	2	8,530	C	2	7,130	C
Monte Vista Avenue to Central Avenue	Arterial	4	16,840	C	2	18,900	E
Central Avenue to Benson Avenue	Collector	4	16,230	C	2	13,810	D
San Bernardino Street							
Mills Avenue to Monte Vista Avenue	Collector	4	11,830	C	2	10,040	C
Monte Vista Avenue to Central Avenue	Collector	4	17,840	C	2	16,340	D
Central Avenue to Benson Avenue	Collector	4	15,870	C	2	12,630	D
Orchard Street							
Mills Avenue to Ramona Avenue	Collector	4	6,740	C	2	7,380	C
Ramona Avenue to Monte Vista Avenue	Collector	4	7,250	C	2	8,000	C
Monte Vista Avenue to Central Avenue	Collector	4	7,660	C	2	8,820	C
Central Avenue to Benson Avenue	Collector	4	6,390	C	2	8,110	C
Holt Boulevard							
Mills Avenue to Ramona Avenue	Arterial	4	30,360	C	4	31,530	D
Ramona Avenue to Monte Vista Avenue	Arterial	4	31,650	D	4	33,670	D
Monte Vista Avenue to Central Avenue	Arterial	4	36,470	E	4	38,890	E
Central Avenue to Benson Avenue	Arterial	4	29,980	C	4	33,650	D
Mission Boulevard							
Western City Limits to Ramona Avenue	Arterial	6	34,210	C	4	32,610	D
Ramona Avenue to Monte Vista Avenue	Arterial	6	35,420	C	4	32,100	D
Monte Vista Avenue to Central Avenue	Arterial	6	33,810	C	4	32,790	D
Central Avenue to Benson Avenue	Arterial	6	31,400	C	4	28,200	C

		Cumulative (2040) Year No Project			Cumulative (2040) Year Plus Project		
		Number of Lanes	AADT	LOS	Number of Lanes	AADT	LOS
Location	Facility Type						
Phillips Boulevard							
Ramona Avenue to Monte Vista Avenue	Collector	4	10,710	C	2	10,580	C
Monte Vista Avenue to Benson Avenue	Collector	4	11,210	C	2	10,430	C
Mills Avenue							
Moreno Street to San Bernardino Street	Arterial	4	15,960	C	2	10,130	C
San Bernardino Street to Orchard Street	Arterial	4	13,340	C	2	7,530	C
Orchard Street to Holt Boulevard	Arterial	4	11,890	C	2	7,520	C
Ramona Avenue							
San Bernardino Street to Orchard Street	Collector	2	7,110	C	2	7,810	C
Orchard Street to Holt Boulevard	Collector	2	8,990	C	2	9,190	C
Holt Boulevard to Southern City Limits	Arterial	4	19,820	C	4	20,100	C
Monte Vista Avenue							
Northern City Limits to Moreno Street	Arterial	4	28,770	C	4	35,380	E
Moreno Street to I-10	Arterial	4	38,300	E	4	40,410	E
I-10 to San Bernardino Street	Arterial	4	32,140	D	4	32,930	D
San Bernardino Street to Orchard Street	Collector	4	21,800	C	2	19,770	E
Orchard Street to Holt Boulevard	Collector	4	15,870	C	2	13,570	D
Holt Boulevard to Southern City Limits	Collector	4	10,110	C	2	7,360	C
Central Avenue							
Northern City Limits to Moreno Street	Arterial	6	33,140	C	4	29,130	C
Moreno Street to I-10	Arterial	6	42,620	C	6	57,140	E
I-10 to San Bernardino Street	Arterial	6	41,850	C	6	49,460	D
San Bernardino Street to Orchard Street	Arterial	4	40,240	E	4	45,020	E
Orchard Street to Holt Boulevard	Arterial	4	37,010	E	4	41,360	E
Holt Boulevard to Phillips Boulevard	Arterial	6	50,360	D	4	48,100	E
Benson Avenue							
Northern City Limits to Moreno Street	Collector	4	21,070	C	2	18,880	E
Moreno Street to San Bernardino Street	Collector	4	15,120	C	2	14,250	D
San Bernardino Avenue to Orchard Street	Collector	4	12,520	C	2	11,230	D
Orchard Street to Holt Boulevard	Collector	4	10,760	C	2	9,810	C
Mission Boulevard to Phillips Boulevard	Collector	4	7,000	C	2	9,820	C

Bold Text: Indicates operations below LOS D

Source: Fehr & Peers, 2022

Existing Transit Facilities

The Plan Area is well served by public transportation, primarily through the Montclair Transcenter. This includes service from the San Bernardino Metrolink line. The Plan Area is served by Foothill Transit, Omnitrans and RTA bus lines. Metrolink's San Bernardino Line runs through the City of

Montclair 2020 General Plan Update and Arrow Highway Mixed-Use District (AHMUD) Specific Plan

Montclair, with a stop at the Montclair Transcenter where it also connects to Foothill Transit and Omnitrans. There are eleven local bus routes and Metrolink service that currently operate within the City. Information regarding these routes including hours of operation and headways is shown in Table 4.17-8.

Table 4.17-8 Characteristics of Existing Public Transit Service in the Plan Area

Agency	Line	To	Via	Hours of Operation	Headways
Foothill Transit	Silver Streak	East Montclair and Downtown Los Angeles	Pico Boulevard and Flower Street (Convention Center)	Monday through Sunday all day	15 minutes or less headways during peak times and up to 60-minute headways during off-peak times 30-minute headways on the weekend and up to 60 minutes during off peak times
Foothill Transit	188	Azusa	Claremont Colleges, Claremont Village, and Citrus College	Monday - Friday: 5:00 a.m. - 9:00 p.m. Weekends: 6:00 a.m. – 12:00 a.m.	20–30-minute headways on weekdays and 30-minute headways on weekend
Foothill Transit	197	Pomona/ Claremont/ Montclair	Fairplex and Arrow Highway	Monday - Friday: 5:30 a.m. - 9:00 p.m. Weekends: 6:00 a.m. - 8:00 p.m.	30-minute headways weekdays 60-minute headways on weekends
Foothill Transit	480	Montclair/ Pomona/West Covina	Mission Boulevard	Monday - Friday: 5:00 a.m. - 12:30 a.m. Weekends: 5:00 a.m. - 11:00 p.m.	30-minute headways on weekdays 60-minute headways on weekends
Foothill Transit	492	Montclair/ Arcadia/El Monte	Arrow Highway	Monday - Friday: 4:30 a.m. - 11:00 p.m. Weekends: 6:00 a.m. - 10:30 p.m.	20- to 30-minute headways on weekdays 30-minute headways on weekends
Foothill Transit	690	East Montclair Transit	Citrus Avenue and Foothill Boulevard N	Monday - Friday: in the westbound direction between 5:00 a.m. - 9:40 a.m. and eastbound between 4:00 p.m. - 9:00 p.m. Weekends: n/a	15- to 20-minute headways westbound 20- to 35-minute headways eastbound
Foothill Transit	699	Downtown Los Angeles	Figueroa Street and 9 th Street E	Monday – Friday: in the westbound direction between 4:00 a.m. - 10:00 a.m. and eastbound direction between 2:00 p.m. - 8:00 p.m. Weekends: n/a	15-minute or less headways westbound 10- to 30-minute headways eastbound
Omnitrans	61	Pomona Transit Center	Fontana	Monday – Friday: in the westbound	15-minute or less headways westbound

Agency	Line	To	Via	Hours of Operation	Headways
				direction between 4:00 a.m. - 10:00 a.m. and eastbound direction between 2:00 p.m. - 8:00 p.m. Weekends: n/a	10- to 30-minute headways eastbound
Omnitrans	290	Colton, Montclair, Ontario, San Bernardino	Express Service	Monday – Friday: in the westbound direction between 4:00 a.m. - 8:00 a.m. and between 3:00 p.m. - 9:00 p.m. and in the eastbound direction between 5:30 a.m. - 10:00 a.m. and between 4:00 p.m. - 8:00 p.m. Weekends: n/a	60-minute headways westbound. 30- to 60-minute headways eastbound
Omnitrans	85	Chino, Montclair, Chaffey College	Central Avenue San Bernardino Avenue, Monte Vista Avenue	Monday through Friday between 4:30 a.m. to 10:00 p.m. Weekends: the route operates from 6:30 a.m. - 8:00 p.m.	30- to 60-minute headways during the week 60-minute headways on weekends
Omnitrans	88	Chino, Chino Hills, Monclair	Ramona Avenue	Monday - Friday: between 4:30 a.m. - 10:00 p.m. Weekends: the route operates from 6:30 a.m. - 8:30 p.m.	60-minute headways on weekdays and weekends

Source: City of Montclair 2020; Foothill Transit 2022

PARATRANSIT

Omnitrans and Foothill transit operate Access Service, a shared-ride paratransit service for qualified applicants. Access service is provided within ¾-mile of, and during similar hours as, fixed-route service. Demand/response transit services to senior citizens and the handicapped are provided by dial-a-ride and medivan.

PASSENGER RAIL

Metrolink is the regional commuter rail service that links Southern California. The Plan Area has one Metrolink station, at the Montclair Transcenter. Average daily Metrolink ridership at Metrolink's Montclair Station is at least 8,000 (City of Montclair 2022).

The following transit improvements are currently planned within the Plan Area:

- **SBCTA's West Valley Connector Bus Rapid Transit (BRT) Project.** Phase 1 of this project (Milliken Alignment) will go through the City of Montclair and will have three stops on Holt Boulevard at the following intersections: South Mills Avenue/Holt Boulevard, Ramona Avenue/Holt Boulevard and Central Avenue/Holt Boulevard.

- **Omnitrans' Short-Range Transit Plan.** This plan proposes some transit improvements under the "unconstrained plan". Projects under this plan do not currently have enough available financial, capital and/or operating resources to provide the full complement of services described. Planned transit improvements under the unconstrained plan are outlined as follows:
 - Consolidation of transit routes from Holt Boulevard to Montclair Transit Center from three routes to two.
 - One future BRT corridor, in addition to the West Valley Connector, consisting of the Foothill Corridor which connects from Highland to Montclair and overlaps with Route 14.
 - Route 65 modifications include switching the Montclair and Chino portions of Route 65 and Route 68. The Arrow Highway section of the current Route 68 is moved onto the higher frequency Route 65 to maintain the level of service on Arrow Highway.
 - Route 68 proposal is a counterbalancing change to Route 65. Route 65 combined the higher performing sections of the two routes and provided them with higher 30-minute frequency. Route 68 took the lower performing sections of the two routes, primarily on Ramona Avenue, Chino Avenue and Grand Avenue, and delivers 60-minute service frequency.
 - Route 80 Proposal is designed to reduce the redundancy of service on Holt Boulevard, and between Holt Boulevard and the Montclair Transit Center. North-south travel will be on Route 65 on Central Avenue.
 - Omnitrans proposes two potential freeway express routes: I-10 to Ontario and Montclair, and I-10 from Fontana to Ontario and Montclair.
- **Paratransit Service.** There are currently no planned changes to paratransit service in Montclair.
- **Metrolink Commuter Rail.** There are currently no planned improvements to Metrolink service. Improvements to the Montclair Transit Center as part of the North Downtown Specific Plan would improve nonmotorized access to Metrolink service, and would modify Gold Line/Metrolink train platforms, bus platforms and overall layout of the transit center.
- **Light Rail.** Planned improvements to light rail include the Foothill Gold Line extension and improvements to the Transit Center.
 - **Foothill Gold Line (L Line) Extension Project.** The Foothill Gold Line (L Line) Extension from Glendora to Montclair will extend the Metro Gold Line 12.3 miles and add six stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. Completion of this project will shorten commute time from Montclair to downtown Pasadena to just over 40 minutes and further to Los Angeles will take approximately 75 minutes. The expected opening year for service to Montclair is 2028.
 - **The Montclair Transcenter.** This is the planned terminus of the Metro Gold Line extension. The North Montclair Downtown Specific Plan envisions the future of the Montclair Transcenter and surrounding area. The Station District will be anchored by the Metrolink/Gold Line train station, and contain parking for transit riders and a compact, walkable mixture of housing and community-oriented retail. The North Montclair Downtown Specific Plan also outlines changes to the Gold Line/Metrolink train platforms, bus platforms, and overall layout of the transit center.

Existing Bicycle Facilities

Bicycle facilities are classified as follows:

- **Class I – Bike Path or Bike Trail.** Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.
- **Class II – Bike Lane.** Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.
- **Class III – Bike Route.** Class III bicycle facilities are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.
- **Class IV – Separated Bikeway.** Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking).

Currently, there are limited bike facilities in Montclair. Class II facilities are provided on Orchard Street from Benson Avenue to Mills Avenue, and on Mills Avenue from Moreno Street to Holt Boulevard. The Pacific Electric Trail provides a Class I facility on the northern boundary of the City and intersects Monte Vista Avenue. Connections to the trail are provided through sidewalks on both sides of Monte Vista Avenue. There is also access available through the Montclair Transit Center to the North of Richton Street. The City owns the portion of the trail that extends from the Los Angeles County Line to the City of Fontana boundary.

As documented in the San Bernardino Non-Motorized Transportation Plan, Class II bike lanes will be introduced on the following roadways:

- Benson Avenue from Metrolink to Holt Boulevard
- Mission Boulevard from Silicon Avenue to Ada Avenue
- Phillips Boulevard from 0.13 mile west of Central Avenue to Central Avenue
- Richton Street from Monte Vista Avenue to Metrolink Station
- San Bernardino Street from Mills Avenue to Benson Avenue

The North Montclair Downtown Specific Plan proposes the introduction of bike facilities on the following roadways:

- Arrow highway (Class II)
- Fremont Avenue - Moreno Avenue to Arrow Highway (Class II)
- Fremont Avenue - North of Arrow Highway (Class III)

The SBCTA Points of Interest Pedestrian Plan proposes the following improvements:

- On Central Avenue – Install Class IV parking-protected bike lanes stripped with green paint, add conflict zone striping near intersections. Paint “T” perpendicular parking stall markings. Narrow all existing vehicle travel lanes to calm traffic.
- Central Avenue/Benito Street – Install curb extensions, sharrows, and bike route signage on Benito Street.

The Plan update proposes a comprehensive Citywide bike network.

Existing and Planned Pedestrian Facilities

Most of the major roadways through Montclair provide continuous sidewalks on both sides of the road. Sidewalks are provided through I-10 underpasses on Central Avenue and Monte Vista Avenue. These connections between the north and south side of I -10 lack pedestrian friendly enhancements such as pedestrian scale lighting and separation between vehicles and pedestrians, which make walking more comfortable and inviting.

The *North Montclair Downtown Specific Plan* envisions a vibrant town center in North Montclair, oriented around residential and retail spaces. The following discusses recommended improvements to pedestrian facilities described in the North Montclair Downtown Specific Plan:

- **Pedestrian-Friendly Streets.** Key to the creation of a transit-oriented Town Center supported by pedestrian-friendly housing is the proper balance of people and cars in the design of streets. Wide streets and large corner radii encourage cars to drive faster and make faster turns, creating an environment that can be intimidating to pedestrians. The Plan envisions Arrow Highway with two- to four-story mixed-use buildings facing a tree-lined parkway with a wide median and landscaping on the street edge. Fremont Avenue is envisioned as a slow speed, narrow, tree-lined street. The plan recommends that the Huntington Drive right-of-way should be developed as a linear park, with lighted bike paths and sidewalks. This park would extend from the east edge of the Plan area into Claremont Village.
- **Pedestrian Bridge over Monte Vista Avenue.** When the railroad right-of-way is widened to make room for the Gold Line tracks, a pedestrian passage should be included along the north side of the train bridge. This will provide a direct link between the Huntington Drive neighborhood and the Transit Center.
- **Curb Extensions.** To ensure that development is consistent with the City’s goals related to interconnectedness and walkability, the North Montclair Downtown Specific Plan recommends that curb extensions be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety, especially along Arrow Highway, Richton Street and Moreno Street.

The San Bernardino County Transportation Authority *Points of Interest Pedestrian Plan* proposes the following improvements:

- **Central Avenue/Benito Street.** Install countdown pedestrian indicators at the signal.
- **Monte Vista Avenue/Orchard Street.** Install high-visibility crosswalk pattern and school crossing signage, curb extensions, ramp upgrades, and advanced stop bars.
- **On Monte Vista Avenue.** Narrow travel lanes to widen sidewalk, or work with utility company to prioritize undergrounding of utility infrastructure to enhance accessibility.
- **Fremont Avenue/Benito Street.** Install high-visibility crosswalk pattern, curb extensions, and curb ramp upgrades.

- **Benito Street/Alma Hofman Park.** Install mid-block crossing and Rectangular Rapid Flashing Beacon along Benito Street to connect Alma Hofman Park and retail center to the north. Install advance yield markings and “yield to pedestrian” signage.
- **Poulsen Avenue/Benito Street.** Install sidewalk to connect 90 feet missing sidewalk gap along the west side of Poulsen Avenue, adjacent to Benito Street.
- **Orchard Street/Fremont Avenue.** Install curb extensions, pedestrian crossing signs and pedestrian refuge islands where the median stop signs and concrete pads are currently located.

The following planned improvements are documented in the San Bernardino Countywide Transportation Plan:

- **RTP/FTIP ID 20150108:** Bicycle and Pedestrian Accessibility improvements at Metrolink Stations (Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino) Phase I (Baseline).
- **RTP/FTIP ID 20150109:** Pedestrian & Bicycle Access Improvements within 1/2 mile of Rapid Transit Stations (Terminus at Pomona Downtown Metrolink Station and Kaiser Medical Center Fontana, following Holt Avenue/Boulevard, Archibald Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue).

Regulatory Framework

a. Federal

The US Department of Transportation (USDOT) provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the state and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases. The Federal Highway Administration sets design standards (such as interchange spacing) for interstate highways such as I-10. The Federal Railroad Administration within the USDOT establishes safety rules regarding the operation of railroads (e.g., maximum train speeds, maximum allowed highway crossing blockage time).

b. State

Senate Bill 743 – Transportation Impacts

Adopted in 2013, SB 743 required the Governor’s Office of Planning and Research (OPR) to develop new CEQA Guidelines that address transportation impact metrics under CEQA. Subsequently, Section 15064.3 was added to the CEQA Guidelines, requiring transportation impact analysis to be based on VMT instead of a congestion metric (such as LOS) and stating that a project’s effect on automobile delay shall not constitute a significant environmental impact, as previously required. In December 2018, OPR published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis (OPR 2018). The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020, to implement the updated guidelines for VMT analysis.

Assembly Bill 1266 – Traffic Control Devices: Bicycles (2019)

Assembly Bill 1266 requires California Department of Transportation (Caltrans) to provide guidance on the ways in which to notify bicyclists that they are allowed to traverse straight through an intersection when a right-turn-only lane requires vehicles to turn. Caltrans will be required to develop standards on lane striping, regulatory signage, and pavement markings in these scenarios.

c. Local

San Bernardino County Development Code

Parts of the Plan Area are outside Montclair’s City limits in unincorporated San Bernardino County. The San Bernardino County Development Code applies in these areas and relevant portions of that code are therefore discussed here.

Section 83.11.050 – Adjustments to Parking Requirements

Shared Parking Reduction. Where two or more adjacent nonresidential uses have distinct and differing peak parking usage periods (e.g., a theater and a bank), a reduction in the required number of parking spaces may be approved by the (County Planning) Commission based on the findings and recommendations of a parking study prepared by a qualified parking or traffic consultant. The amount of reduction may be up to the number of spaces required for the least intensive of the uses sharing the parking.

Section 8108-4.8.1 – Reductions in Number of Motor Vehicle Parking Spaces Required

This section discusses an applicant’s ability to reduce the minimum number of parking spaces required with a new development. This may be accomplished by an applicant funded parking study, a Transportation Demand Management Plan, the provision of affordable or senior housing, as well as other means. The applicant’s ability to fund and prepare a Transportation Demand Management Plan to reduce vehicle trips to the land use could contribute to reduced VMT, encourage a shift to non-vehicular travel modes and support a more vibrant regional multimodal transportation network.

Section 8108-5 – Motor Vehicle Parking Design Standards; Section 8108-6 Bicycle Parking Design Standards; and Section 8108-8 – Loading Areas

These sections establish design standards to guide the development of safe parking and loading access for all modes and users.

Section 8109-0.7 – Transportation Demand and Trip Reduction Measures

This section discusses the minimum requirements of the applicant prior to the approval of discretionary development as it relates to standards for transportation demand management and trip reduction measures. These standards provide an opportunity to reduce VMT and encourage mode shift to non-vehicular travel modes.

Article 6: Parking and Loading Requirements

Article 6 discusses the requirements for the amount, location, and design of parking and loading access for motor vehicles and bicycles. Requirements and standards within this section intends to promote a balanced, safe, and accessible, and environmentally sound multimodal transportation network.

Montclair General Plan

Circulation, Transportation, and Mobility Element

The following Plan policies and actions relate to transportation.

P4.1 Develop a comprehensive network of complete streets throughout the City through a context sensitive approach, to provide connectivity for priority modes of travel based on prioritized modes.

- A4.1a Maintain a level of service (LOS) D for vehicles when vehicles are considered a prioritized mode of travel. When vehicles are not prioritized, LOS E for vehicles (operating at capacity) shall be acceptable.
- A4.1b Monitor multi-modal level of service methodologies and incorporate into impact assessment as appropriate.
- A4.1c Monitor multi-modal level of service methodologies and incorporate into impact assessment as appropriate.
- A4.1c Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians.
- A4.1d Use traffic calming tools to assist in implementing complete street principles; possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure.
- A4.1e Designate truck routes to allow the safe and efficient movement of goods for commerce and industry, minimize conflicts with preferred modes, and minimize incompatibility with other sensitive land uses in the City including residential neighborhoods.
- A4.1f Design streets to serve users of all ages and abilities, while prioritizing modes and design features based on the context of the street, including the surrounding land use, planned improvements, and collision history.

P4.2 Proactively coordinate between agencies to ensure effective communication and collaboration.

- A4.2a Coordinate with Caltrans, SBCTA, and SCAG to implement complete streets and maintain consistency with the Congestion Management Program, and the Regional transportation Plan/Sustainable Communities Strategy.
- A4.2b Work with Caltrans to provide improved bicycle and pedestrian crossings of freeways in the City and work with the County and other agencies to consider the merits of, implementing bicycle paths along drainage channels and utility rights-of-way as shown in the City's ATP.
- A4.2c Pursue funding, or multi-modal infrastructure projects that promote complete streets, such as impact, fees and local, regional, state, and federal grants.

P4.3 Leverage the planned improvements and development projects to implement complete streets policies.

- A4.3a Enhance the bike and pedestrian preferred facilities as part of development, private grants, signing of shared routes, maintenance activities, etc. consistent with the City's ATP.

- A4.3b As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.
- A4.3d Update development standards and require the provision of adequate bicycle and pedestrian access ,or new development projects.
- A4.3e Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards.
- A4.3f Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features.
- A4.3g Obtain and preserve adequate right-of-way to accommodate, future mobility system improvements.

P4.4 Develop performance metrics to monitor and evaluate the ongoing process.

- A4.4a Evaluate potential mobility impacts associated with proposed new developments and require the implementation of appropriate mitigation measures.
- A4.4b Monitor SB 743 guidelines developed by OPR and update the City's transportation significance criteria to be used in CEQA documents to be consistent with SB 743.

P4.5 Establish seamless integration of modes at the mobility hub.

- A4.5a Create clear, direct, and short transfers between different modes and routes.
- A4.5b Create safe pedestrian and bicycle access to mobility hubs from major destinations.
- A4.5c Provide secure commuter parking, bicycle parking and locker options at station entrances.
- A4.5d Minimize surface parking by implementing parking management strategies such as, prioritizing feeder transit services to mobility hubs, and integrating parking with surrounding development, etc.

P4.10 Establish amenities and support services for all modes.

- A4.10a Enhance transit amenities for safe and comfortable access to transit including waiting area, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.
- A4.10b Enhance pedestrian amenities to and from transit and other services by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility crosswalks, and other urban design improvements.
- A4.10c Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.

P5.5 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities

- A5.5a Adopt and periodically update the Safe Routes to School (SRTS) and Active Transportation plans (ATP).
- A5.5c Coordinate transportation options for major community/special events to increase ridesharing and active transportation including bicycle access and bicycle parking facilities.

A5.5d Use the City's website and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.

A4.12a Increase land use mix for easy access to different services.

A4.12b Reduce block lengths for shorter walking and biking distances.

A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs.

A4.12d Limit or discourage gated communities and other restricted access roads

P4.13 Establish a Vision Zero Program within the City.

A4.13a Create a multi-agency committee and working groups to management and implement Vision Zero efforts.

A4.13b Secure a permanent funding source for the Vision Zero program.

A4.13c Create a coordinated approach with law enforcement and community engagement.

4.17.2 Impact Analysis

a. Methodology and Significance Thresholds

Vehicle Miles Traveled

Section 15064.3 of the CEQA Guidelines states that a project's effect on automobile delay shall not constitute a significant environmental impact, as previously required under CEQA, and VMT is now the required metric to be used for identifying CEQA impacts and mitigation, instead of a congestion metric (such as LOS). Section 15064.3 of the CEQA Guidelines refers to VMT as the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact. Criteria for analyzing transportation impacts includes the following:

- **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

- **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

While some jurisdictions may choose to retain LOS standards as one of a project's condition of approval, CEQA impacts and/or mitigation measures are no longer based on changes to LOS.

VMT was chosen as the primary metric to better integrate land use and multimodal transportation choices, and to encourage alternative transportation, greater efficiency, and reduced GHG emissions. OPR's Technical Advisory on Evaluating Transportation Impacts provides technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures (OPR 2018). OPR offers a generalized recommendation of a 15 percent reduction below existing VMT as a threshold of CEQA significance. Trip- or tour-based VMT analysis is recommended over boundary-based VMT analysis as the established and most appropriate methodology for analyzing VMT impacts under CEQA. Trip-based assessment of VMT captures the full extent of the vehicle trip length, including the portion that extends beyond the jurisdictional boundary. VMT impacts are assessed by quantifying trips to or from a jurisdiction, which start or end within the jurisdiction. Conversely, a boundary-based assessment of VMT impacts is quantified by the length of the vehicle trips that occur within the boundaries of a jurisdiction.

As noted in the current CEQA Guidelines, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT. The guidance provided thus far relative to VMT significance criteria is focused on residential, office, and retail uses. For rural land uses, OPR guidance states that fewer options may be available for reducing VMT for projects in rural areas outside of a metropolitan planning organization and significance thresholds may be best determined on a case-by-case basis. The County is in the process of adopting formal thresholds of significance under SB 743. In lieu of formally adopted thresholds of significance, VMT thresholds consistent with OPR's final technical guidance for the analysis of transportation impacts under CEQA were applied in the analysis presented in this EIR.

The SBTAM model was modified to include the impacts of the project. The addition of up to 7,580 housing units, 300 hotel rooms, and 2,500,000 non-residential square feet were added to the appropriate City of Montclair TAZs to assess the Plan generated VMT per Service Population.

The City of Montclair and County of San Bernardino VMT per service population was calculated for the existing condition, future no project, and future plus project using the SBTAM model to establish the citywide threshold. VMT was estimated using the Origin/Destination method. This was completed by multiplying the origin/destination (OD) trip tables and the final assignment skim matrices. The OD tables Table 4.17-9 provided the number of trips between each TAZ, and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full

length of all trips with an origin or destination in the TAZ representing the City of Montclair were used to estimate the project generated VMT.

Table 4.17-9 Project Generated Vehicle Miles Traveled

	Existing NO Project (2019) VMT Per Service Population	
City of Montclair Daily OD VMT	2,011,538	–
City of Montclair Service Population	61,454	–
City of Montclair VMT/Service Population	32.7	–
County of San Bernardino Daily OD VMT	95,594,182	–
County of San Bernardino Service Population	2,927,114	–
County of San Bernardino VMT/Service Population	32.7	–
15% Below County of San Bernardino	27.8 ¹	–
	Future Year No Project (2040)	Future Year (2040) Plus Project
City of Montclair Daily OD VMT	2,429,638	2,745,835
City of Montclair Service Population	75,221	106,882
City of Montclair VMT/Service Population	32.3	25.7
¹ Per the City's adopted threshold of significance, 15 percent below County of San Bernardino represents the threshold for all VMT impacts.		
Source: Fehr & Peers 2022		

As shown in Table 4.17-9, the Plan generated VMT per service population would not exceed the threshold of 15 percent below County San Bernardino VMT per Service Population. In fact, VMT per service population is forecast to decrease under general plan buildout conditions (25.7) compared to the existing condition (32.7) and the future no project condition (32.3), indicating that the population is expected to travel in a more efficient manner. The improvement in travel efficiency is the result of people making fewer trips and traveling shorter distances due to increase availability of active modes of transportation and better accessibility to destinations by all modes of transportation.

The 2040 SBTAM model was used to calculate the VMT Per Service Population for the City of Montclair in the Cumulative condition which is depicted in Table 4.17-10.

The 2040 SBTAM model was modified to include the Project to evaluate cumulative project effect on Citywide VMT under the Cumulative Plus Project condition. VMT was estimated using the boundary method. This was completed by selecting all roadway segments in the SBTAM model within the City of Montclair boundary and multiplying the number of trips on each roadway segment by the length of that roadway segment.

Table 4.17-10 Cumulative Vehicle Miles Traveled

	Future Year No Project (2040) Cumulative VMT Per Service Population	Future Year Plus Project (2040) Project Effect on VMT Per Service Population
City of Montclair Daily OD VMT	13.17	9.08
Note: Per the City's adopted threshold of significance, 15 percent below County of San Bernardino represents the threshold for all VMT impacts.		
Source: Fehr & Peers 2022		

As shown in Table 4.17-10, the Citywide VMT per Service Population under the “with project” condition does not exceed the Citywide VMT per Service Population under the “no project” condition.

As both the project generated VMT and the cumulative VMT are less than the City’s adopted VMT threshold, the Plan has a less than significant impact.

The Plan’s impact analysis and Cumulative Year forecasts are studied according to CEQA Guidelines Appendix G which states that impacts related to transportation would be potentially significant if implementation of the Plan would do the following:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment); and/or
- Result in inadequate emergency access.

b. Project and Cumulative Impacts

Threshold 1: Would the Plan conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-1 THE PLAN WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Pedestrian, Transit, and Bicycle Facilities

The Mobility Element of the Plan provides a comprehensive system of bicycle lanes, trails, and pathways to enhance pedestrian, transit, and bicycle and pedestrian connectivity in the Plan Area. Additionally, the Mobility Element identifies a series of Goals, Policies, and Implementation Measures to ensure the integrity and service levels of these facilities are maintained.

The following Plan policies and actions relate to pedestrian, transit, and bicycle infrastructure:

P4.5 Establish seamless integration of modes at the mobility hub.

- A4.5a Create clear, direct, and short transfers between different modes and routes.
- A4.5b Create safe pedestrian and bicycle access to mobility hubs from major destinations.
- A4.5c Provide secure commuter parking, bicycle parking and locker options at station entrances.
- A4.5d Minimize surface parking by implementing parking management strategies such as, prioritizing feeder transit services to mobility hubs, and integrating parking with surrounding development, etc.

P4.10 Establish amenities and support services for all modes.

- A4.10a Enhance transit amenities for safe and comfortable access to transit including waiting area, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.

A4.10b Enhance pedestrian amenities to and from transit and other services by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility crosswalks, and other urban design improvements.

A4.10c Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation

A4.12a Increase land use mix for easy access to different services.

A4.12b Reduce block lengths for shorter walking and biking distances.

A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs. A4.12d Limit or discourage gated communities and other restricted access roads

Mobility Element actions A4.10a, A4.10b, A4.10c, and A4.12c would create and improve pedestrian, transit, and bicycle infrastructure. In addition, Mobility Element policies P4.5 through P4.9, and their associated actions, call for providing Mobility Hubs and First Mile/Last Mile Connections for the City and improving pedestrian, transit, and bicycle connectivity throughout the community. By implementing the Plan, impacts to pedestrian, transit, and bicycle facilities would be reduced to a less than significant level.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

Threshold 2: Would the Plan conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

IMPACT T-2 PLAN IMPLEMENTATION WOULD DECREASE PER SERVICE POPULATION VMT AND WOULD THEREFORE RESULT IN NO VMT IMPACT UNDER EXISTING AND CUMULATIVE CONDITIONS.

Section 15064.3, subdivision (b) of the CEQA Guidelines requires transportation impact analysis to be based on VMT instead of a congestion metric (such as LOS) and states that a project's effect on automobile delay shall not constitute a significant environmental impact. Based on the VMT calculations shown in Table 4.17-9 and the accompanying analysis in Section 4.17.2.a of this EIR, Plan implementation would decrease the City of Montclair VMT/Service Population from 32.3 to 25.7 by 2040. The Cumulative VMT would also decrease from 13.17 to 9.08. The Plan would therefore have no impact, or even a beneficial impact, related to VMT.

Mitigation Measures

There would be no impact. Therefore, mitigation would not be required.

Threshold 3: Would the Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

IMPACT T-3 THROUGH IMPLEMENTATION OF PLAN POLICIES AND ACTIONS, THE PLAN WOULD HELP ENSURE SAFE AND EFFICIENT MOVEMENT FOR ALL MODES OF TRAVEL AND WOULD THEREFORE NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT). THIS WOULD BE A LESS THAN SIGNIFICANT IMPACT.

The Plan was developed to minimize conflicts between incompatible uses. The Plan has policies and actions that aim to create safe and efficient movement for all modes of travel, including the following:

P4.13 Establish a Vision Zero Program within the City.

A4.13a Create a multi-agency committee and working groups to management and implement Vision Zero efforts.

A4.13b Secure a permanent funding source for the Vision Zero program.

A4.13c Create a coordinated approach with law enforcement and community engagement.

The Plan policy to establish a Vision Zero Program in the City would help minimize conflicts between incompatible transportation uses and create safe and efficient movement for all modes of travel. The Plan would thus not substantially increase hazards due to design features or incompatible uses, and there would be less than significant impact.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation would not be required.

Threshold 4: Would the Plan result in inadequate emergency access?

IMPACT T-4 THE PLAN WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS BECAUSE PLAN POLICIES AND ACTIONS WOULD ENCOURAGE EASE OF CONNECTIVITY AND EASE OF MOBILITY THROUGHOUT THE CITY AND EMERGENCY ACCESS WOULD BE IMPROVED. THERE WOULD BE NO IMPACT.

The Plan's Mobility Element would improve connectivity and mobility throughout the Plan Area through implementation of policies and actions, including the following policies and action directly or indirectly related to emergency access:

P4.1 Develop a comprehensive network of complete streets throughout the City through a context sensitive approach, to provide connectivity for priority modes of travel based on prioritized modes.

A4.1c Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians.

P4.2 Proactively coordinate between agencies to ensure effective communication and collaboration.

A4.2c Pursue funding for multi-modal infrastructure projects that promote complete streets, such as impact fees and local, regional, state, and federal grants.

P4.3 Leverage the planned improvements and development projects to implement complete streets policies

A4.3c Develop design standards for Complete Streets using the latest guidance.

A4.3g Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

P4.7 Create well-designed mobility hubs for a high-quality user experience.

A4.7b Create well-designed mobility hubs that are easy to navigate through, complemented by clear wayfinding.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.

A4.12a Increase land use mix for easy access to different services.

A4.12b Reduce block lengths for shorter walking and biking distances.

A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs.

These policies and actions, and the improved connectivity and mobility they would help create, would help improve emergency access throughout the City. Plan implementation would improve emergency access, so the Plan would not result in inadequate emergency access and there would be no impact.

Mitigation Measures

There would be no impact. Therefore, mitigation would not be required.

4.17.3 Cumulative Impacts

The geographic scope of potential cumulative transportation impacts is the Plan Area and surrounding region.

The cumulative impacts analysis estimates the change in total VMT resulting from these land use changes and is represented through the metric of total VMT per service population and provides LOS thresholds. In the TIA, Fehr & Peers modeled this traffic for 2040 by using SBTAM's assumed development and called it Cumulative 2040 Forecasts. The forecasts used by Fehr & Peers are analyzed in this EIR. Based on these counts and the rest of the analysis in the TIA, the General Plan Update would not make a substantial contribution to, or result in, a significant cumulative transportation impact.

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4.18 Tribal Cultural Resources

This section analyzes the potential impacts of the Plan on tribal cultural resources (TCRs). The analysis considers the value of a resource to tribal cultural tradition, heritage, and identity, in order to establish potential mitigation options for TCRs and to recognize that California Native American tribes have expertise concerning their tribal histories and practices.

4.18.1 Environmental Setting

Ethnographic Setting

Montclair is an area historically occupied by the Gabrieleño. The name “Gabrieleño” denotes those people who were administered by the Spanish from the San Gabriel Mission and included people from the Gabrieleño area proper as well as other social groups (Kroeber 1925: Plate 57; Bean and Smith 1978:538). Archaeological evidence points to the Gabrieleño arriving in the Los Angeles Basin sometime around 500 BCE, but this has been a subject of debate. The term Gabrieleno was imposed upon the tribe by Spanish Missionaries, and descendants have chosen to use their original name, Tongva (Welch 2006). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles basin and their descendants.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 2001). This language family includes dialects spoken by the nearby Juaneño and Luiseño to the southeast, the Serrano and Cahuilla to the northeast, and the Tataviam to the northwest, but is considerably different from those of the Chumash people living to the northwest and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands: San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978:540), but recent ethnohistoric work suggests a number approaching 10,000 (O’Neil 2002). Political organization followed a patrilocal and patrilineal pattern. Typically, the oldest son would lead a family. Chieftainship was also passed down patrilineally. A Chari, or chief of a village or political grouping was separated from any religious leadership (King 2011).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925: 637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups even as Christian missions were being built and elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996: 143-144).

Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996: 27).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, insects, and large and small mammals, were also consumed (Kroeber 1925:631–632; Bean and Smith 1978:546; McCawley 1996: 119–123, 128–131).

The Tongva used a wide variety of tools and implements to gather food resources. These included the bow and arrow, traps, digging sticks, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made oceangoing plank canoes (known as a ti'at) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (McCawley 1996: 117-127). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Kroeber 1925:629; McCawley 1996: 129–138).

Deceased Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996:157).

4.18.2 Regulatory Framework

State

California Register of Historic Resources

A tribal cultural resource could be considered significant if it is eligible for listing in the California Register of Historical Resources (CRHR). As discussed in Section 4.5, *Cultural Resources*, the CRHR helps government agencies identify, evaluate, and protect California's historical resources, and indicates which properties are to be protected from substantial adverse change (Public Resources Code [PRC] Section 5024.1[a]). The CRHR is administered through the State Office of Historic Preservation, which is part of the California State Parks system.

Assembly Bill 52

California Assembly Bill (AB) 52 of 2014, which was enacted on July 1, 2015, expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074(a) defines "tribal cultural resources" as either of the following:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the CRHR.

- (B) Included in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe. (PRC Section 21074[a])

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

Senate Bill (SB) 18 recognizes that protection of traditional tribal cultural places is important to all tribes, whether federally recognized or not, and it provides all California Native American tribes with the opportunity to participate in consultation with City and county governments for this purpose (Governor’s Office of Planning and Research [OPR] 2005).

SB 18 establishes responsibilities for local governments to contact, provide notice to, refer plans to, and consult with tribes. The provisions of SB 18 apply only to City and county governments, and not to other public agencies. The following list briefly identifies the contact and notification responsibilities of local governments, in sequential order of their occurrence (OPR 2005):

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the City or county’s jurisdiction. The referral must allow a 45 day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local governments must send notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).
- Under SB 18, local governments must consult with tribes under two circumstances (OPR 2005):
- On or after March 1, 2005, local governments must consult with tribes that have requested consultation in accordance with Government Code Section 65352.3. The purpose of this consultation is to preserve, or mitigate impacts to, cultural places that may be affected by a general plan or specific plan amendment or adoption.
- On or after March 1, 2005, local governments must consult with tribes before designating open space, if the affected land contains a cultural place and if the affected tribe has requested public

notice under Government Code Section 65092. The purpose of this consultation is to protect the identity of the cultural place and to develop treatment with appropriate dignity of the cultural place in any corresponding management plan (Government Code Section 65562.5).

In addition to the notice and consultation requirements outlined above, SB 18 amended Government Code Section 65560 to allow the protection of cultural places in the open space element of the general plan. SB 18 also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements. Tribes on the contact list maintained by the NAHC now have the ability to acquire, on terms mutually satisfactory to the tribe and the landowner, conservation easements for the purpose of protecting their cultural places (OPR 2005).

4.18.3 Tribal Consultation Results

Assembly Bill 52 and Senate Bill 18 Consultation

In accordance with AB 52 and SB 18, the City of Montclair notified the Gabrieleño Band of Mission Indians-Kizh Nation, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Soboba Band of Luiseño Indians, the Gabrieleño-Tongva Tribe, the Gabrieleño/Tongva Nation, the Gabrieleño Tongva Indians of California Tribal Council, the Quechan Tribe of the Fort Yuma Reservation, the San Manuel Band of Mission Indians, and the Santa Rosa Band of Cahuilla Indians of the Plan update and invited them to participate in consultation. The City of Montclair prepared and mailed letters on January 19, 2021.

On February 5, 2021, Brandy Salas of the Gabrieleño Band of Mission Indians-Kizh Nation responded requesting consultation for the project. On March 25, 2021, a consultation meeting was held between representatives of the City and the Gabrieleño Band of Mission Indians-Kizh Nation. Following the meeting, the City and Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians-Kizh Nation, agreed to mitigation measures to be included as part of the reporting for the project. The agreed upon mitigation measures (TCR-1 and TCR-2) are included below.

4.18.4 Impact Analysis

Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, an impact on Tribal Cultural Resources from the proposed project would be significant if the following applies:

- 1) 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:
 - a) 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
 - b) 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.

Threshold 1:	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: <ul style="list-style-type: none">a. 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)?, orb. 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?
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Impact TCR-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN HAS THE POTENTIAL TO IMPACT UNIDENTIFIED TRIBAL CULTURAL RESOURCES. IMPACTS ON TRIBAL CULTURAL RESOURCES WOULD BE POTENTIALLY SIGNIFICANT BUT MITIGABLE.

Effects on tribal cultural resources can only be known once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. New TCRs may be identified or established during implementation of the Plan, which is expected to occur over many years. Therefore, as specific projects that would be carried out under the Plan are proposed, consultation with tribes under AB 52 would occur to determine if any TCRs may be impacted by specific projects. If TCRs are identified during AB 52 consultation, impacts to any such TCRs would be potentially significant unless mitigation is incorporated. The General Plan does not contain any goals or policies that pertain specifically to the protection of tribal cultural resources. The mitigation measures included below have been agreed upon by the City and the Gabrieleno Band of Mission Indians – Kizh Nation (Michael Diaz, personal communication 2021).

Mitigation Measures

TCR-1 Native American Monitoring

Prior to the issuance of a grading permit for a proposed project, the City of Montclair (City) shall ensure that the project applicant retains the services of a tribal monitor(s) approved by the Gabrieleño Band of Mission Indians Kizh Nation to provide Native American monitoring during ground-disturbing activities. This provision shall be included on the proposed project contractor's plans and specifications. Ground-disturbing activities are defined by the Gabrieleño Band of Mission Indians Kizh Nation as activities that may include but are not limited to pavement removal, pot-holing or auguring, grubbing, tree removals, borings, grading, excavation, drilling, and/or trenching within the project area. The project site shall be made accessible to the monitor(s), provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance.

If evidence of tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or determine the appropriate plan of recovery for the resource in consultation with a qualified archaeologist. The recovery process shall not unreasonably delay the construction process and must be carried out consistent with CEQA and local regulations.

Construction activity shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The monitor shall complete daily monitoring logs that will provide descriptions of the day's activities and general observations and whether the Native American monitor believes they observed a TCR and what action they took. The on-site monitoring shall end when the project site grading and excavation activities are completed or prior to the completion if the monitor has indicated that the site has a low potential for tribal cultural resources

TCR-2 Unanticipated Discovery of Tribal Cultural Resources

Upon discovery of any tribal cultural resources, the Native American monitor has the ability to halt construction activities in the immediate vicinity (within 50 feet) of the find until the find can be assessed. All tribal cultural resources unearthed during project construction activities shall be evaluated by the Native American monitor approved by the Gabrieleño Band of Mission Indians Kizh Nation and a qualified archaeologist. Construction work shall be permitted to continue on other parts of the project site while evaluation and, if necessary, additional investigations and/or preservation measures take place (CEQA Guidelines Section 15064.5(f)). If the resources are Native American in origin, the Gabrieleño Band of Mission Indians Kizh Nation tribe shall coordinate with the landowner regarding treatment and curation of these resources. If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures shall be made available through coordination between the Gabrieleño Band of Mission Indians Kizh Nation and the project applicant. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code (PRC) Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

Significance After Mitigation

Implementation of mitigation measures CUL-2 through CUL-8 in Section 4.5 *Cultural Resources*, as well as mitigation measures TCR-1 and TCR-2, would reduce impacts to tribal cultural resources to less than significant levels by ensuring the avoidance of tribal cultural resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

Cumulative Analysis

Tribal cultural resources are regionally specific and determined by the consulting tribes. To ensure protection of tribal cultural resources, tribal cultural resource consultation in accordance with AB 52 would occur for project-specific activities that have the potential to affect tribal cultural resources when a project is identified. Cumulative impacts to tribal cultural resources would therefore be less than significant with mitigation.

4.19 Utilities and Service Systems

This section evaluates potential Plan impacts to water, wastewater, and solid waste service. Section 4.10, *Hydrology and Water Quality*, addresses potential impacts to storm drain infrastructure and surface water quality.

4.19.1 Environmental Setting

a. Water Supply and Demand

Montclair is served by the Monte Vista Water District (MVWD). The MVWD provides retail and wholesale water supply services to a population of over 141,000, including Montclair, Chino Hills, portions of Chino, and the unincorporated areas lying between the cities of Pomona, Chino Hills, Chino, Ontario, and additional portions of unincorporated San Bernardino County (MVWD 2021).

The MVWD distribution system consists of approximately 198 miles of water mains between 4 and 42 inches in diameter. There are six active reservoirs which have a combined total capacity of 12 million gallons. MVWD has seven pump booster stations and 12 groundwater wells, with a total production capacity of approximately 28 million gallons per day (mgd) (City of Montclair 2019). The MVWD receives its water from four sources: groundwater, imported water from the Metropolitan Water District of Southern California (MWD), entitlement deliveries, and recycled water from the Inland Empire Utilities Agency (IEUA) (City of Montclair 2019).

Groundwater

Chino Groundwater Basin

Montclair's groundwater is produced from the Chino Groundwater Basin (Basin), which is managed by the Chino Basin Watermaster. The Basin is in the Santa Ana Watershed and extends 220 square miles across Los Angeles, San Bernardino, and Riverside counties. The Basin's storage volume is five million acre feet (AF) and is limited to a safe yield of 140,000 AFY (MVWD 2020). MVWD operates 13 active groundwater production wells, the capacity of which is 31.2 mgd. Water supply to the Plan Area primarily derives from local groundwater. MVWD's distribution system includes groundwater wells, reservoirs, hydro generators, pump stations, pressure reducing stations, and transmission and distribution pipelines.

The MVWD participates in MWD's Dry-Year Yield Program, which is a groundwater storage and recovery program where supplemental water is stored in the Chino Basin during surplus years and could be recovered in-lieu of imported water from MWD through IEUA. The program allows maximum use of imported water supplies available during wet years and stored groundwater in the Chino Basin during dry years. The program can store up to 100,000 AF with maximum replenishment of 25,000 AFY and maximum extraction of 33,000 AFY. During 2019-20, there was 45,961 AF within the account. The agreement that authorized the program will expire in 2028 (MVWD, 2020).

Imported Water

Montclair receives imported surface water from the State Water Project, from which it is distributed by the MWD through IEUA and the Water Facilities Authority. The State Water Project is a multi-purpose water storage and delivery system that extends more than 705 miles. It is a collection of

canals, pipelines, reservoirs, hydroelectric power facilities that delivers clean water to 27 million individuals and 750,000 acres of farmland, and business throughout California (California Department of Water Resources 2022). In the case of the City, surface water is transported through the State Water Project to the Rialto Feeder which is a large distribution pipeline owned and operated by the MWD (City of Montclair 2020). The water is pulled out from the feeder to a MWD pipeline along the foothills. The Water Facilities Authority Agua de Lejos Treatment Plant in Upland treats the surface water to meet drinking water standards.

Recycled Water

MVWD utilizes a non-potable recycled water distribution system, allowing irrigation of large landscapes in the City, helping offset the demand on drinking water supplies that would normally result from such irrigation. A recycled water pipeline from wastewater treatment plants to the cities MVWD serves was extended in 2008 to distribute recycled water. Recycled water is received from IEUA's recycling plants and is then distributed through MVWD's purple pipe system to 18 separate sites for landscape irrigation. IEUA recycled water delivery lines run along San Bernardino Street, Vernon Avenue, Fremont Avenue, and Orchard Street within the City. The Orchard Street Recycled Water Turnout serves as the primary distribution point for IEUA water to MVWD purple pipe system (City of Montclair 2020).

Distribution

Montclair's distribution system includes four equipped aquifer storage and recovery wells, 12 active wells, and a 30 mgd capacity. There are six reservoirs with 13 mgd capacity. Water is distributed over 198 miles of pipelines, a majority of which were constructed from 1950 to 1980. Other facilities that assist in the City's water distribution are an energy recovery station, four booster stations, four pressure zones, and the six interconnections with other water agencies (City of Montclair 2020).

Groundwater Management

Chino Groundwater Basin

The Chino Groundwater Basin is subject to a management plan, that meets the management plan's water quality and numeric objectives for the region. The 1978 Chino Basin Judgement, 2000 Peace Agreement, and 2007 Peace II Agreement help govern the management. The 1978 Chino Basin Judgement created three groundwater pool committees. They included the following:

- The Overlaying Agricultural Pools which included non-producing water districts, non-industrial or commercial water producers, and the State of California.
- The Overlaying Non-Agricultural Pool, which includes commercial and industrial water producers
- The Appropriative Pool which includes cities, water districts, and other public and private utilities.

Representatives of these committees adjudicate water rights and solutions through water rights, reallocation of unpumped agricultural water rights, approved overdraft where total water production exceeds safe yields, replenishment with recycled water and overproduction, production rights, and groundwater storage. The peace agreements amended the Judgement in 2007, creating flexibility in management, better utilization of desalters, and reduced water losses. The peace agreements outline the responsibility to conduct recharge and replenishment of the basin, transfers

of rights to produce water, early transfer and land use conversion, local storage of water, storage and recovery programs, basin reoperation and hydraulic control, and conjunctive use (MVWD 2021).

Water Conservation

The City participates in the promotion of water conservation programs developed and implemented by the MVWD. The MVWD board has declared a significant water supply shortage (MVWD 2021). Customers including Montclair must meet the following requirements:

- Set automatic irrigation timers to water between the hours of 8:00 p.m. and 8:00 a.m.
Exceptions: Hand-watering, drip irrigation, "smart" (e.g., weather-based) irrigation controllers.
- Adjust watering and fix broken heads to avoid excessive runoff from irrigation
- Turn off irrigation during rain
- Repair leaks within seven days of discovery
- Use a hose with a shut-off nozzle to wash vehicles or use an automatic commercial car wash
- No hosing down of paved surfaces, except when required for health or safety purposes
- Restaurants serve water only upon request
- Hotels offer guests the option to not launder linen daily

District Ordinance 33

MVWD's Board of Directors has adopted Ordinance 33 to establish water use efficiency best practices. This ordinance was also a comprehensive water shortage planning effort to manage the MVWD's response to imported water supply challenges due to low snowpack levels in the Sierra Nevada Mountains, long-term drought conditions across much of the state, and court-imposed reductions in water exports out of the Sacramento-San Joaquin Delta (MVWD 2021).

Water Supply Shortage Stages

The MVWD has a legal responsibility to provide water utility services, including water for residential, commercial, industrial uses, public authority, and for public fire hydrants and private fire services. A water shortage contingency plan has been adopted as part of the MVWD's urban water management plan (UWMP). This contingency plan is designed to provide water supplies in the event there is less than 50 percent of normal supply during a severe or extended water shortage. The MVWD measures water shortage based on six levels. These levels warrant contingency responses, which are actions shown in Table 4.19-1.

Previously, MVWD broke down three possible water shortage stages, each one demanding a higher reduction: Significant Water Supply Shortage (10-25 percent reduction), Critical Water Supply Shortage (25-40 percent), and Emergency Water Supply Shortage (40 percent plus reduction). Each stage outlines its own conservation practices to create reduction to match the stages requirement. However, the California Department of Water Resources now requires urban water suppliers to have six standardized water shortage response actions. Therefore, with the adoption of the 2020 UWMP, the MVWD has adopted the six water shortage stages and response actions shown in Table 4.19-1 (MVWD 2020).

Table 4.19-1 Water Shortage Contingency Planning Levels

Shortage Level	Percent Shortage Range	Shortage Response Action
1	Up to 10%	All lawns, landscape or turf grass shall be irrigated only on Tuesday, Thursday, and Saturday of each week. Exempt from this requirement are: commercial nurseries, golf courses, and other water-dependent industries; watering by hand; and irrigation systems equipped with weather-based or soil-moisture-based irrigation controllers
2	Up to 20%	In addition to Shortage Level 1; additional restrictions may be implemented as determined by MVWD, after notice to customers.
3	Up to 30%	In addition to Shortage Level 2; no washing of motor vehicles, trailers, boats and other types of mobile equipment shall be permitted, unless done on the premises of a commercial car wash. No one shall empty or refill swimming pools, spas, or ponds for cleaning purposes. Water levels shall be maintained.
4	Up to 40%	In addition to Shortage Level 1; additional restrictions may be implemented as determined by MVWD, after notice to customers.
5	Up to 50%	In addition to Shortage Level 4; all lawns, landscape or turf areas shall be watered only on Saturday of each week
6	>50%	In addition to Shortage Level 5; additional restrictions may be implemented as determined by MVWD, after notice to customers.

MVWD'S Partnership with California Urban Water Conservation Council

The MVWD is a member of the California Urban Water Conservation Council, which oversees the best management practices (BMP) reporting process and promotes urban water use efficiency in California. A BMP was established for utility operations; education programs; residential programs; commercial, institutional, and industrial uses; and landscape (California Water Efficiency Partnership 2021).

Assembly Bill 1881

The Water Conservation in Landscaping Act requires statewide land use agencies to adopt ordinances for local landscaping. Key elements include applying a water budget approach to large new and redeveloped landscapes, increasing public awareness of water reduction and efficiency, requiring irrigation controllers, and adopting and enforcing statewide prohibitions on overspray and runoff (California Assembly Bill 1881 2006).

Water Supply and Demand Comparison

As shown in Table 4.19-2, MVWD's UWMP projects that Montclair's water demand over the next 25 years will increase by 19 percent due to increase in residential units (MVWD 2020). The actual volume of water supply sources available and projected to the MVWD are summarized in Table 4.19-3. As shown in these tables, projected supplies are adequate to meet projected demand through 2045.

Table 4.19-2 Projected Potable and Non-Potable Water Demand

Use Type	Projected Water Use				
	2025	2030	2035	2040	2045
Single Family	4,911	5,035	5,264	5,362	5,462
Multi-Family	1,689	1,732	1,811	1,844	1,879
Commercial	1,547	1,586	1,658	1,689	1,721
Industrial	20	20	21	21	22
Institutional/Government	270	277	289	295	300
Landscape	776	796	832	847	863
Groundwater	2,654	2,721	2,845	2,898	2,952
Agricultural irrigation	290	297	310	316	322
Losses	975	1,000	1,045	1,065	1,085
Total Retail Potable Demand	13,132	13,464	14,075	14,337	14,606

AF = Acre-Feet
Source: MVWD 2020

Table 4.19-3 Current and Projected Water Supplies (AF)

Year	2020	2025	2030	2035	2040	2045
Chino Groundwater Basin	5,490	7,461	7,793	8,404	8,666	8,935
Water Facilities Authority (Potable)	1,886	3,000	3,000	3,000	3,000	3,000
Water Facilities Authority (Non-Potable)	2,035	2,000	2,000	2,000	2,000	2,000
San Antonio Water Company	657	671	671	671	671	671
IEUA- Recycled Water	298	1,100	1,100	1,100	1,100	1,100
Total Water Supply	11,366	14,232	14,564	15,175	15,437	15,706

AF = Acre-Feet
Source: MVWD 2020

b. Sewer and Wastewater Infrastructure

The City of Montclair maintains and operates a sanitary sewer collection system that provides service to the City as well as unincorporated areas to its south within the City's sphere of influence (SOI). The City's sewer system is comprised of a network of gravity sewer pipes covering approximately 87 miles, with sizes ranging from 6 to 24 inches. Approximately 80 miles of sewer pipes are within City limits, while the remaining seven miles are within the City's SOI. Flows are discharged to one of two IEUA regional interceptors, located at the southern boundary of the City. The majority of City flows reach an IEUA interceptor that runs along Roswell Avenue (City of Montclair 2020).

Additionally, the Plan Area features a number of parcels that utilize septic systems. These parcels are primarily concentrated in the City's SOI and southern portion of the City.

The IEUA implements federal and state requirements for wastewater discharge. IEUA's key areas of service include the following:

- Securing and supplying imported water

- Collecting and treating wastewater
- Producing high quality-renewable renewable products such as recycled water, compost and energy
- Promoting sustainable use of groundwater and development of local water supplies

The IEUA owns and operates four facilities specializing in regional water recycling services. IEUA's water recycling plants collectively take in and treat approximately 49.2 million gallons per day (mgd) of wastewater, which equals 54,750-acre feet per year (AFY) (IEUA 2020).

To collaborate with IEUA, Montclair's engineering and public works departments created a Montclair Sewer System Management Plan. Montclair's Environmental Compliance Division oversees implementation of wastewater pre-treatment program with IEUA, conducting fats, oils, and grease inspections, educating residents and business owners about reducing waste and pollution prevention, implementing commercial recycling programs, and responding to sewer inquiries (City of Montclair 2021).

Domestic wastewater is conveyed via City-owned and maintained infrastructure to treatment facilities owned and maintained by the IEUA. The wastewater is disposed of at one of two locations. Most of the City's wastewater flows to the Carbon Canyon Wastewater Reclamation Facility in Chino, and a small amount flows to the Regional Plant No. 1 in south Ontario. The Carbon Canyon Wastewater Reclamation Facility in Chino has a treatment capacity of 11.4 million gallons per day with an average of influent wastewater of approximately 7 million gallons per day. This facility consists of preliminary screening and grit removal, primary clarification, secondary treatment by aeration basins and clarification, tertiary treatment by filtration and disinfection, and dechlorination (IEUA 2020).

The Regional Water Recycling Plant 1 located in Ontario has a treatment capacity of 44 million gallons per day. This plant treats an average influent wastewater flow of approximately 28 million gallons per day and consists of sections of treatment for liquids and solids. The liquid treatment consists of preliminary screening and grit removal, primary clarification, secondary treatment by aeration basins and clarification, tertiary treatment by filtration and disinfection, and dechlorination. The solids treatment section begins with thickening the solids removed from the primary and secondary clarification processes (IEUA 2020).

c. Solid Waste

The City contracts with Burrtec Waste Industries to provide complete residential and commercial trash, solid waste, and recycling services in the City. This includes residential curbside trash, recycling and yard waste collection, pick up of bulky items, and electronic waste pickup. Commercial and residential solid waste within the City of Montclair is transported to a variety of materials recovery facilities (MRFs) where recyclable materials are sorted out and remaining waste is sent to one of seven landfills serving Montclair. These facilities are very effective at extracting valuable recycling items from the waste stream. Sending solid waste to MRFs has helped increase the City's diversion rate over what is achieved through the curbside recycling program (City of Montclair 2019).

Like all municipalities, Montclair must meet the solid waste diversion mandates established by the California Integrated Waste Management Board under Assembly Bill 939 (AB 939) in 1989. AB 939 mandates that all cities reduce annual waste per capita by 50 percent, a goal which Montclair has achieved on a consistent basis (CalRecycle 2021). Montclair complies with all state recycling

requirements (described in Section 4.19.2.c), including legislation that imposes Mandatory Commercial Recycling on all businesses that generate at least four cubic yards of trash per week, and also on all multi-family dwelling that have five units or more (CalRecycle 2021).

According to CalRecycle's Disposal Reporting System (DRS), in the fourth quarter of 2020, solid waste generated in Montclair was disposed of at 13 different landfills, recycling centers, and waste recovery and conversion facilities, the capacity of which is shown in Table 4.19-4. The bulleted list below describes each landfill.

- **Azusa Land Reclamation Co. Landfill** is located at 1211 West Gladstone Street in Azusa. This 302-acre landfill is a Class II and III landfill facility that accepts: asbestos, friable, contaminated soil, inert, and tires.
- **Badlands Sanitary Landfill** is located at 31125 Ironwood Avenue in Moreno Valley. It accepts construction and demolition, dry industrial, municipal solid waste, tires, and yard waste.
- **Chiquita Canyon** is a 639-acre landfill located in Castaic. Chiquita Canyon only accepts non-hazardous solid waste for disposal. The solid waste received at the site consists of municipal solid waste, residential and commercial waste, including yard waste, green waste (for composite or for recycling), clean fill soil and construction/demolition debris.
- **Clean Harbors Buttonwillow Landfill Facility** is in the center of the state and serves markets in Northern and Southern California. Buttonwillow is a fully permitted hazardous waste facility, permitted by various regulatory agencies in the State of California to receive, store, treat and landfill a variety of hazardous and non-hazardous waste streams. The treatment methods utilized at this facility typically reduce toxicity of waste materials and make it suitable for disposal.
- **Landers Landfill** is located at 59200 Winters Road, Landers California. Waste accepted by Landers consists of construction and demolition, municipal solid waste, sludge, tires, and yard waste.
- **Lamb Canyon Sanitary Landfill** is a WDR Class III Landfill located at 16411 Lamb Canyon Road, Beaumont, CA. Waste accepted by Lamb Canyon Sanitary consists of solid waste like wood waste, tires, sludge, mixed municipal, metals, liquid waste, inert, industrial, green materials, dead animals, contaminated soil, construction/demolition, ash, asbestos, and agricultural waste.
- **Southeast Resource Recovery Facility (SERRF)** is located at 118 Pier S. Avenue in Long Beach. This 15-acre waste-to-energy and recycling facility is owned by SERRF, Joint Powers Authority and operated by the City of Long Beach (LACSD 2017e). It accepts the following types of waste: other hazardous, mixed waste, and green materials. The SERRF has a permitted design capacity of 2,800 cubic yards. While this facility has a permitted maximum daily tonnage of 2,240 tons per day, Cal Recycle does not report remaining capacity or a projected closure date for this facility because it is a waste-to-energy and recycling facility, not a landfill.

- **Olinda Alpha Sanitary Landfill** is located at 1942 N. Valencia Avenue in Brea. This 565-acre landfill is a Class III facility owned and operated by OC Waste and Recycling. It accepts municipal solid waste, including agricultural, industrial, construction/demolition, mixed municipal, and wood waste from commercial haulers. Based on the current average daily disposal rate shown in Table 4.19-4.
- **Frank R. Bowerman Sanitary Landfill** is located at 11002 Bee Canyon Access Road in Irvine. The 725-acre landfill is a Class III facility owned and operated by OC Waste and Recycling. It accepts the following types of waste: mixed municipal, industrial, and construction/demolition. Based on the current average daily disposal rate and a six-day operating week shown in Table 4.19-4 , this landfill has a cease operation date of 12/31/2053.
- **El Sobrante Landfill** is located at 10910 Dawson Canyon Road in Corona. This 485-acre landfill is a Class III facility owned and operated by USA Waste Services of California, Inc. It accepts the following types of waste: mixed municipal, construction/demolition, non-hazardous soil, treated wood waste, and yard waste. Based on the current average daily disposal rate shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 12/31/2053.
- **Mid-Valley Sanitary Landfill** is located at 2390 N. Alder Avenue in Rialto. This 498-acre landfill is a Class III facility owned and operated by the County of San Bernardino Solid Waste Management Division. It accepts the following types of waste: mixed municipal, construction/demolition, industrial, and tire waste. Based on the current average daily disposal rate shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 4/1/2045.
- **Potrero Hills Landfill** is located at 3675 Potrero Hills Lane Suisun City, CA 94585. This facility collects 6.66 tons of waste every day. The Potrero Hills Landfill accepts waste related to tires, sludge (BioSolids), mixed municipal, industrial, construction/demolition, ash, and agricultural waste and has a cease operation date of 2/14/2048.
- **Victorville Sanitary Landfill** is located at 18600 Stoddard Wells Rd, Victorville, CA 92394. This facility accepts waste related to construction and demolition, waste carpet material, contaminated soil, dry industrial, municipal solid waste, tires, and yard waste. Victorville Sanitary Landfill has a cease operation date of 10/1/2047.

Table 4.19-4 City Service Landfill Capacity

Site ¹	Maximum Permitted Throughput per Day ²		Maximum Permitted Capacity		Remaining Capacity	
	CY ³	Tons	CY	Tons ³	CY	Tons ³
Azusa Land Reclamation Co. Landfill	8,000	6,400	80,571,760	64,457,408	51,512,201	41,209,761
Badlands Sanitary Landfill	4,800	3,840	34,400,00	27,520,000	15,748,799	12,599,039
Chiquita Canyon	12,000	9,600	110,366,000	88,292,800	60,408,000	48,326,400
Clean Harbors Buttonwillow	10,500	8,400	13,250,000	10,600,000	n/a	n/a
El Sobrante Landfill	16,054	12,843	209,910,000	167,928,000	143,977,170	115,181,736
Frank R. Bowerman Sanitary LF	11,500	9,200	266,000,000	212,800,000	205,000,000	164,000,000
Lamb Canyon Sanitary Landfill	5,000	4,000	39,681,513	31,745,210	19,242,950	15,394,360
Landers Landfill	1,200	960	13,983,500	11,186,800	11,148,100	8,918,480
Mid-Valley Sanitary Landfill	7,500	6,000	101,300,000	8,104,000	61,219,377	48,975,502
Southeast Resource Recovery Facility	2,240	1,792	2,240	1,792	n/a	n/a
Olinda Alpha Sanitary Landfill	8,000	6,400	148,800,000	11,904,000	17,500,000	14,000,000
Potrero Hills Landfill	4,330	3,464	83,100,000	66,480,000	13,872,000	11,097,600
Victorville Sanitary Landfill	3,000	2,400	93,400,000	74,720,000	79,400,000	63,520,000
Total	94,124	75,299	1,160,365,013	882,876,010	679,028,597	543,222,878

¹ List of solid waste disposal sites for Montclair varies by quarter (Aurora Environmental, Inc. 2017). The list used in this table is from the 4th quarter of 2020. Source: CalRecycle, Disposal Reporting System, 2020.

² CalRecycle. Facility/Site Listing: Retrieved from <http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=Los+Angeles&OPSTATUS=Active>, July 2017.

³ CalRecycle (2017a) identifies Maximum Permitted Throughput only in Tons/Day, while Maximum Permitted Capacity and Remaining Capacity are only provided in Cubic Yards; therefore, standard conversion factors provided by the EPA (EPA 2016) are used to provide all figures in both Tons and Cubic Yards. EPA identifies a standard conversion factor for Municipal Solid Waste (MSW) compacted to "Landfill Density" of 1,700 pounds per cubic yard, equating to approximately 0.8 ton per cubic yard of compacted MSW. Source: EPA (U.S. Environmental Protection Agency) 2015, Standard Volume-to-Weight Conversion Factors, https://www.epa.gov/sites/production/files/2016-04/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf. Accessed July 7, 2017.

In accordance with AB 939, recyclables collected in Montclair are sorted, and the residual waste is transferred to landfills. Per CalRecycle's Disposal Reporting System, in 2020, the City of Montclair disposed of 40,622 tons of waste (CalRecycle. 2020).

4.19.2 Regulatory Framework

a. Water Supply

State

Drinking water quality in the Plan Area is regulated by the California Department of Public Health (CDPH), the State Water Resources Control Board (SWRCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB), Region 4 (California Environmental Protection Agency [CalEPA] 2017). The California Code of Regulations, Title 22 (State Drinking Water Standards) is the primary body of State legislation providing water system standards, including those for water supply, storage capacity, and water quality. Other applicable regulations and policies include the Porter-Cologne Water Quality Control Act, the Safe Drinking Water Act, and the SWRCB Non-degradation Policy.

The Urban Water Management Planning Act of 1983 amended California Water Code to require all urban water suppliers in California to prepare and adopt an UWMP and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet per year (AFY) of water. The MVWD distributes water to approximately 18,558 customers. An updated UWMP (the 2020 UWMP) was adopted by MVWD in 2021. Water demand projections described in the 2020 UWMP account for anticipated future water demands in Montclair and changes in land uses including but not limited to densification and associated increases in water usage (MVWD 2020).

Senate Bill (SB) 610 (2002) SB 610 requires the preparation of a Water Supply Assessment (WSA) for a project that is subject to CEQA and meets certain requirements, including residential developments of more than 500 dwelling units. It is expected that a number of future projects in the Plan Area will meet the threshold requirements for preparation of a WSA, and project-specific WSAs will be prepared by individual project proponents. The Plan itself does not propose construction of individual projects, as residential and non-residential build-out projections are based on development assumptions contained in the Plan. The City of Montclair's 2020 UWMP provides water supply availability and reliability projections based on population growth estimates over the planning period of the UWMP (2020-2045), with an annual growth rate of approximately 1.2 percent over that time period. Population growth estimates show an increase of 25,041 persons in the service area population during the planning period of the UWMP, from 82,409 to 107,450 persons (MVWD 2020).

The 2020 UWMP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions (MVWD 2020). The UWMP serves as a long-range planning document for the City of Montclair service area, and it contains the same types of water supply and demand projections that would be included in a WSA, and this document is, therefore, an appropriate resource to use in developing the impact analysis provided below. As described in Section 1, *Introduction*, this is a Program EIR, which will be used in the future for tiering of project-level environmental review and CEQA documents; where appropriate, project-specific analyses will be accompanied by a WSA in accordance with SB 610 and may tier off the analysis provided in this Program EIR.

Water Conservation Act of 2009 (SBx7-7)

Due to reductions of water available from the San Joaquin Delta, the California State Legislature drafted the Water Conservation Act of 2009 (SBx7-7) to protect statewide water sources. The

legislation called for a 20 percent reduction in water use in California by the year 2020. The legislation amended the Water Code to call for 2020 and 2015 water use targets in the 2010 UWMPs, updates or revisions to these targets in the 2015 UWMPs and allows DWR to enforce compliance to the new water use standards. Beginning in 2016, failure to comply with interim and final targets will make the City ineligible for grants and loans from the State. In addition to an overall statewide 20 percent water use reduction, the objective of SBx7-7 is to reduce water use within each hydrologic region in accordance with the agricultural and urban water needs of each region. Currently, DWR recognizes 10 separate hydrologic regions. Each hydrologic region has been established for planning purposes and corresponds to the State's major drainage areas. The City of Montclair is in the South Coast Hydrologic Region, which includes all of Orange County; most of San Diego County and Los Angeles County; parts of Riverside, San Bernardino, and Ventura counties; and a small amount of Kern and Santa Barbara counties. The DWR established a regional target of 167 gallons per capita per day for the region as a compliance target to satisfy SBx7-7 legislation. The Monte Vista Water District's per capita water use during the 2019-2020 period was 124 gallons per capita per day. An analysis of historical production in recent years shows that the City's water demand for the 2011 - 2015 period was relatively stable even though the City's population grew by approximately three percent. This can be attributed to the Water Conservation Act of 2009 and the Governor's 2014 and 2015 proclamations to further reduce water use (MVWD 2020).

Model Water Efficient Landscape Ordinance (Assembly Bill 1881)

The updated Model Water Efficient Landscape Ordinance bill (AB 1881) required cities and counties to adopt landscape water conservation ordinances by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Water Efficient Landscape Ordinance (WELO). In November 2009 the City adopted a WELO (Ordinance 4552, City of Montclair Municipal Code Chapter 15.26, *Water Efficient Landscapes*) to reduce the amount of water used in landscaping. This ordinance brings the City into compliance with AB 1881. The WELO is described in more detail in the *Regional and Local* section immediately below. In July 2015, the SWRCB issued a new Model Ordinance to address landscaping.

Executive Order B-29-15 required the State to revise the Model WELO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (California Department of Water Resources [DWR] 2017).

Regional and Local

The City's Water Efficient Landscape Ordinance (WELO) was supplemented in 2010 with *Guidelines for Implementation of the City of Montclair Water Efficient Landscape Ordinance*. In January 2010, the City developed *Guidelines for Implementation of the City of Montclair Water Efficient Landscape Ordinance* to provide procedural and design guidance for applicants proposing new landscaping or landscape rehabilitation projects that are subject to the landscaping standards of the City's Municipal Code. These guidelines are also intended for use and reference by City staff in reviewing and approving designs and verifying compliance with Chapter 15.26 (Montclair 2010). In January 2016, Montclair passed Ordinance 4682, Chapter 23.48, *Landscaping Standards*, superseding Chapter 15.26, *Water Efficient Landscapes* and replacing the original 2009 WELO (Ord. 4552). Under Chapter 23.48, all projects that require landscape and irrigation plan review by the Model WELO are

required to submit landscape and irrigation plans compliant with the Model WELO for approval by the Design Review Board (City of Montclair 2017a).

As described under Section 4.19.1, *Environmental Setting*, the City is a member agency of MVWD, which has the following seven main goals:

- Goal 1: Continually strive to provide high quality customer service
- Goal 2: Improve quality and reliability of water supply through local development and regional collaboration
- Goal 3: Maintain and upgrade the District's infrastructure and facilities
- Goal 4: Engage customers through programs and education and community involvement
- Goal 5: Maintain responsible stewardship of District funds to address future needs
- Goal 6: Recruit and develop qualified personnel to increase productivity and enhance employee retention and morale
- Goal 7: Promote sustainability and resiliency through efficient planning, operations, facility management and environmental compliance.

The MVWD is responsible for providing the community with a dependable source of clean drinking water and efficient disposal of wastewater and stormwater (MVWD 2021). Water supply provided by active groundwater wells located in the Chino Groundwater Basin comprises 75 percent of MVWD's water supply portfolio.

b. Wastewater

Standards for wastewater treatment plant effluent are established using state and federal water quality regulations. After treatment, wastewater effluent is either disposed of or reused as recycled water. The RWQCBs set the specific requirements for community and individual wastewater treatment and disposal and reuse facilities through the issuance of Waste Discharge Requirements (WDR), which are required for wastewater treatment facilities under California Water Code Section 13260. The CDPH is also involved in permitting water reuse facilities. Requirements for disposal are set to protect present and potential beneficial uses of the water which receives the effluent. The CDPH sets specific requirements for treated effluent reuse, or recycled water, through Title 22 of the California Code of Regulations (mentioned above with regards to drinking water quality standards). These requirements are primarily set to protect public health.

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the CDPH and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from non-disinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Montclair falls under the Santa Ana Regional Water Quality Control Board (RWQCB) and its Basin Plan. This plan designates beneficial uses for surface waters and groundwaters. It also sets narrative and numeric objectives that must be met in order to protect the beneficial uses and conform to the state's antidegradation policy. Recycled water quality goals for salts and other constituents vary depending on the intended irrigation recipients. The RWQCB develops waste discharge requirements based on the Basin Plan, designed to protect beneficial uses of State waters. The

RWQCB Basin Plan contains an anti-degradation policy so that existing quality shall be maintained (State Water Resources Control Board 2011).

c. Solid Waste

The California Integrated Waste Management Act of 1989 (AB 939) requires each City or county's source reduction and recycling element to include an implementation schedule showing that a City or county diverts 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. SB 1016, passed in 2008, now requires the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent.

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (although multifamily dwellings are not required to have a food waste diversion program). Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply (CalRecycle 2017b).

d. Electric Power and Natural Gas

Electric power services to the Plan Area are provided by Southern California Edison (SCE) and natural gas is provided to the Plan Area by SoCalGas. SCE and SoCalGas are investor-owned utilities subject to regulation by the California Public Utilities Commission (PUC) and the Federal Energy Regulatory Commission (FERC). (SCE 2022; CPUC 2022).

4.19.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to utilities and service systems would be potentially significant if implementation of the Plan would:

1. 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;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
3. 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;
4. 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; and/or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

b. Project and Cumulative Impacts

Threshold 1:	Would the Plan 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?
Threshold 2:	Would the Plan have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?
Threshold 3:	Would the Plan 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?

Impact U-1 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD OR MAY REQUIRE INCREASED OR EXPANDED WATER SUPPLIES AND WASTEWATER TREATMENT, STORMWATER TREATMENT, TELECOMMUNICATIONS, ELECTRIC POWER, AND NATURAL GAS SUPPLIES AND FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PLAN, THE MONTCLAIR MUNICIPAL CODE, AND OTHER CITY PROGRAMS, WOULD REDUCE THESE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.

Water

Development carried out under the Plan is projected to result in approximately 7,600 additional housing units in the City over the next 20 years. Based on Montclair's estimated average household size of 3.85 persons (California Department of Finance 2020), this would lead to an increase of approximately 29,200 residents in the City. Therefore, future residential growth carried out under the Plan is predicted to increase the City's total population to 68,798, which is above 2040 population forecasts of 42,700 (Southern California Association of Governments 2016). The addition of approximately 29,200 residents would lead to an approximately 73.7 percent increase in population over the next 20 years. Therefore, the Plan could induce population growth in the area, either directly or indirectly, and therefore impact water demand and increase demands on water conveyances infrastructure throughout the City. For the same reasons, the Plan would also increase demands on facilities related to wastewater treatment, stormwater treatment, and telecommunications; and electric power and natural gas supplies and facilities.

As shown in Table 4.19-5 development carried out under the Plan would increase water demand by approximately 4,634,323 gpd or 5,191 AFY, which represents approximately 34 percent of the local water provider's available supply in 2040 of 15,437 AF as shown in Table 4.19-3.

Table 4.19-5 Projected Plan Water Use

Land Use	Water Demand Factor ¹	Projected Number of Dwelling Units or Square Footage in 2040 Units	Projected Average Water Use in 2040
Residential	576 gpd/DU	7,580 units	4,366,080 gpd
Hotel	288 gpd/DU	300 Units	86,400 gpd
Office	3,168 gpd/acre	600,000 sf	43,718 gpd
Industrial/Flex	3,168 gpd/acre	1,900,000 sf	138,125 gpd
Retail	288 gpd/DU	Modest demand for new space	0 gpd ²
Subtotal			4,634,323 gpd

gpd – Gallons per day, SF – Square Feet

¹ Water demand factors are from 2008 Monte Vista Water District Water Master Plan

² It is assumed that the modest demand for new retail space could be accommodated without increasing the square footage of retail space compared to existing conditions

While Plan-related new development may demand a significant portion of the local water provider's available supply in 2040, there would be enough available supply for this demand. Also, the water provider may be able to procure new water sources if needed, Plan policies (including some of the policies listed below) encourage water use efficiency, technological advancements may provide further opportunities to increase supply or reduce demand, and development under the Plan would be infill development that would frequently replace existing uses with existing water demand. As discussed in Chapter 2, *Project Description* the amount of development assumed under the Plan is designed to accommodate expected demand determined through market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference. As discussed in Chapter 4.14, *Population and Housing* assumed housing development under the Plan is based at least in part on the demand for housing reflected in the City's RHNA allocation, and it is assumed that this housing demand would occur, and create water demand, with or without adoption of the Plan.

The following Plan policies and actions relate to water, wastewater, storm water drainage, electricity and natural gas:

P3.7 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts and ensures that storm flows are efficiently routed to regional drainage

- A3.7a Continue to regularly update the City Master Plan of Drainage and associated capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements.
- A3.7b Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.
- A3.7c Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City.

P3.8 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.

- A3.8a Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements.
- A3.8b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.
- A3.8c Encourage the implementation of low impact design features for all new developments and redevelopments within the City.

P3.9 Serve as a key member in regional watershed enhancement and management efforts

- A3.9a Review updates of and contribute to future updates of the Santa Ana River Watershed One Water, One Watershed integrated regional water management plan.
- A3.9b Coordinate with Chino Basin Water Conservation District to determine opportunities for the City's groundwater recharge basins and for involvement in regional projects.

P3.10 Ensure that wastewater in the City of Montclair is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios

- A3.10a Continue to regularly update the City of Montclair Sewer Master Plan and update the City's capital improvement plan in order to effectively prepare for sewer flows generated as a result of land use changes and new developments.
- A3.10b Coordinate with the Inland Empire Utilities Agency including review of the IEUA Sewer System Master Plan, to ensure adequate regional treatment and conveyance capacity under future land uses.

P3.10c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in land use patterns and aging infrastructure

P3.10d Where feasible expand wastewater conveyance infrastructure to parcels currently served by septic systems in order to ensure efficient sewer services Citywide

- A3.10e Develop and refine cost-sharing policies for new development in the City that require capacity improvements for local sewer infrastructure so that costs are equitably split between beneficiaries, developers, and the City

P3.11 Maintain and enhance water supply agreements and distribution infrastructure to equitably meet projected future water demands through the City through a variety of drought and demand scenarios.

- A3.11a Regularly review and evaluate future iterations of the Monte Vista Water District Urban Water Management Plan and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary
- A3.11b Coordinate with the Inland Empire Utilities Agency to expand range of recycled water infrastructure for efficient reuse throughout the City

A3.11c Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Chino Basin Water Conservation District on maximizing infiltration capacity of the Montclair Recharge Basins.

3.11d Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards.

P3.12 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.

A3.12a Continue to regularly review updates to the Monte Vista Water District Water Master Plan and update the City's capital improvement plan in order to effectively prepare for land use changes and new developments.

A3.12b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands, land use patterns, and aging infrastructure

A3.12c Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local water infrastructure so that costs are equitably split between beneficiaries, developers, water suppliers, and the City.

P3.13 Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.

A3.13a Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed

A3.13b Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner.

P5.2 Provide safe, clean drinking water to all.

A5.2 Continue to support the local water district in its efforts to improve water quality.

P5.3 Increase access to free, potable water as a means to decrease sugar-sweetened beverage consumption by children and adolescents

A5.3a Work with School Districts to ensure that free, clean, and safe drinking water is available throughout school campuses.

A5.3b Strengthen building codes that affect the availability of drinking water.

A5.3c In City facilities, limit the availability of sugar-sweetened beverages that compete with and displace water consumption.

A5.3d Promote water consumption by using marketing campaigns.

For all the reasons discussed above, the Plan's impacts on water supply would therefore be less than significant.

Wastewater

As shown in Table 4.19-6, the projected wastewater generation of development carried out under the Plan could generate approximately 2,117,261 wastewater gallons per day.

The most recent sewer capacity assessment prepared for the City, the 2017 Sewer Master Plan, found that the majority of sewer infrastructure assessed within the City and SOI did not feature any capacity issues, with the exception of a sewer main running down Monte Vista Avenue and traversing to Ramona Avenue. This main ranged from having minor capacity issues to featuring surcharge and flooding conditions and receives flows directly from the Montclair Place District Specific Plan area. These deficiencies have been noted as part of Specific Planning efforts, as well as a system for upsizing deficient infrastructure on an as-needed basis. The City maintains a formal process to ensure functionality of the sewer system and that any priority upgrades, including unforeseen upgrades necessary as part of General Plan or individual Specific Plan buildout, are addressed in a time efficient manner. Individual developments will be responsible for contributing to necessary infrastructure upgrades based on proposed intensity of land use and proximity to deficient areas.

Table 4.19-6 Projected Plan Wastewater Generation

Potential Buildout Development/Land Use ¹	Sewer Generation Factor ¹	Projected Number of Dwelling Units or Square Footage in 2040 Units	Projected Wastewater Generation in 2040
Residential	270 gpd/DU	7,580 DUs	2,046,600 gpd
Hotel	191 gpd/Unit	300 Units	57,300 gpd
Office	800 gpd/acre	600,000 sf (13.8 acres)	11,019 gpd
Industrial/Flex	1,200 gpd/acre	1,900,000 sf (43.6 acres)	52,342 gpd
Retail	2,800 gpd/acre	Modest demand for new space	0 gpd
Subtotal			2,117,261 gpd

The MMC discusses the maintenance of building sewers, laterals, and waster pretreatment systems. It states that all sewers, building laterals, wastewater pretreatment systems, gravity-separation interceptors, and related appurtenances shall be maintained by the owners thereof in a safe sanitary condition; all devices or safeguards which are required by provisions of the MMC be maintained in good working order.

As described in Section 4.19.1.b of this chapter, domestic wastewater in Montclair is conveyed to one of two locations treatment facilities owned and maintained by the IEUA. Most of the City's wastewater flows to the Carbon Canyon Wastewater Reclamation Facility in Chino, and a small amount flows to the Regional Plant No. 1 in south Ontario. The Carbon Canyon Wastewater Reclamation Facility in Chino has a treatment capacity of 11.4 million gallons per day with an average wastewater influent of approximately 7 million gallons per day, leaving it with 4.4 million gallons per day of remaining capacity. As shown in Table 4.19-6, the projected wastewater generation of new development expected to occur under the Plan by 2040 is about 2.1 million gallons per day, which is less than half of the remaining capacity of the Carbon Canyon Wastewater Reclamation Facility. Wastewater treatment facilities serving growth expected under the Plan would therefore have sufficient capacity to serve it. Additionally, as explained above, future individual

developments will be responsible for contributing to necessary sewer line infrastructure upgrades. Impacts to wastewater conveyance and treatment facilities would be less than significant.

Stormwater Treatment

Montclair's development of 1,400 housing units by 2040 would potentially require new or modified stormwater drainage facilities in the Plan Area due to new impervious surfaces. Most stormwater runoff is directed to regional recharge/percolation basins within the City. Hydromodification requirements and standard flood control requirements for new development and redevelopment will ensure that runoff remains at or below current levels for new developments within the City. In addition, due to local, county, and state-level low impact development (LID) requirements, new product and redevelopment within the General Plan area will result in reduced pollutant loading to storm drain systems and receiving water bodies. Based on the LID hierarchy and regional soil characteristics, it is anticipated that infiltration-based BMPs will be implemented for individual projects within the AHMUD Area. These BMPs include dry wells, infiltration trenches, biofiltration basins, permeable pavement, and stormwater landscape planters, and will be sized to treat rainfall events. The Santa Ana Regional Water Quality Control Board and the City of Montclair require new development projects to prepare a Water Quality Management Plan (WQMP) that describes the menu of BMPs chosen for the project and operation and maintenance requirements for the site, and all structural and treatment control BMPs. Following these methods would mean that the Plan would not require or result in the relocation or construction of new or expanded stormwater facilities. Impacts would be less than significant.

Electric Power and Natural Gas

As explained in Section 4.19.12d, electric power and natural gas services are provided to the Plan Area by SCE and SoCalGas. Reasonably foreseeable development carried out under the Plan may require installation of additional electrical and natural gas connections. Such facilities would be installed during individual project construction and would be paid for by ratepayers for those services. Because projects carried out under the Plan would be infill development, the construction or relocation of such facilities would occur in already developed areas and would not cause significant environmental effects. Impacts would be less than significant.

Mitigation Measures

None required beyond compliance with applicable Plan policies, City processes, and requirements of the MMC.

Threshold 4: Would the Plan 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?

Threshold 5: Would the Plan comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact U-2 DEVELOPMENT CARRIED OUT UNDER THE PLAN WOULD INCREASE THE CITY'S POPULATION. THIS WOULD INCREASE SOLID WASTE GENERATED IN THE PLAN AREA, BUT COMPLIANCE WITH PLAN POLICIES WOULD HELP PROVIDE AND MAINTAIN ADEQUATE AND ORDERLY SYSTEMS FOR EFFICIENT COLLECTION AND DISPOSAL OF SOLID WASTE FOR EXISTING AND FUTURE DEVELOPMENT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Development carried out under the General Plan would add an estimated 7,580 households to the Plan Area. Solid waste generated from residential uses is a function of the number of homes, household size, and per capita waste generation. Projected solid waste generation rates for the various land use types that could experience future growth under the Plan are shown in Table 4.19-7. Commercial retail is expected to have a modest demand for new space that could be accommodated without increasing the Plan Area's total square footage of retail space.

The total daily tonnage of all these new land uses is 107.9 tons per day, which would account for 0.14 percent of the maximum permitted daily throughput for landfills serving the Plan Area of 75,299 tons per day as shown in Table 4.19-4.

Table 4.19-7 Projected Plan Solid Waste Generation

Potential Buildout Development/Land Use ¹	Daily Solid Waste Generation Factor ¹	Projected Number of Dwelling Units or Square Footage in 2040 Units	Projected Daily Solid Waste Generation in 2040 (tons)
Residential	12.23lb/household	7,580 DUs	46.4
Hotel	2lb/room	300 units	0.3
Office	6lb/1,000sf	600,000 sf (13.8 acres)	1.8
Industrial/Flex	62.5lb/1,000sf	1,900,000 sf (43.6 acres)	59.4
Retail	5lb/1,000sf/day	Modest demand for new space	0
Subtotal			107.9

Potential future developments carried out under the Plan would be reviewed on a project-by-project basis; solid waste impacts of these developments would be evaluated based on existing and planned disposal facilities and their available capacities. The Services and Infrastructure Element of the Plan includes the following goal and policies to ensure continued effective management of solid waste generated in Montclair.

P3.14 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development

A3.14a Coordinate with solid waste provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible

A3.14b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading.

Development carried out under the Plan would be required to comply with these policies, including providing and maintaining adequate and orderly systems for efficient collection and disposal of solid waste for existing and future development. Because the additional waste generated by development carried out under the Plan would represent 0.14 percent of the maximum permitted daily throughput of the landfills serving the Plan Area, and through compliance with Plan policies addressing the efficiency and sustainability of the solid waste services and solid waste reduction, the Plan's solid waste impacts would be less than significant.

Mitigation Measures

None required beyond compliance with applicable Plan policies.

4.19.4 Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur. Therefore, the analysis of Plan impacts also constitutes the cumulative analysis, at least at the level of the Plan Area or the service area of the utility providers discussed in this chapter of the EIR.

Water Supply

Cumulative development in the MVWD service area including Montclair, portions of the City of Chino, as well as unincorporated San Bernardino County would see an increase in demand for water supply from future development in its service area. However, this demand is accounted for in the MVWD 2020 Urban Water Management Plan, which addresses cumulative impacts to water supply. The MVWD projects that future water supplies will meet cumulative water demand in normal, dry-year, and multiple-dry year scenarios. As discussed in Impact U-1, new development that is expected to be carried out under the Plan is projected to use 5,191 AFY, which represents roughly 34 percent of the local water provider's available supply in 2040. MVWD's supply and demand projections are based at least in part on projections based on existing land use plans, so while there is enough MVWD projected supply to meet projected Plan demand, the additional growth expected under the Plan may not have been fully accounted for in MVWD's 2020 UWMP. However, as discussed in Impact U-1, various factors, including Plan policies, the infill nature of development expected under the Plan, and the fact that Plan growth would be consistent with expected market demand and other regional planning documents such as the RHNA, would reduce this impact to a less than significant level. The Plan would therefore not make a substantial contribution to a cumulatively significant impact related to water supply.

Wastewater

The geographic scope for cumulative wastewater impacts includes IEUA's territory, because Montclair's wastewater drains south through City infrastructure to one of three regional wastewater treatment plants operated by IEUA. As discussed in Impact U-1, existing wastewater treatment facilities (Regional Water Recycling Plant #1 and #5 and Carbon Canyon Water Recycling Facility) have adequate existing capacity to take the additional flows proposed under expected Plan growth, and both Regional Water Recycling Plant #1 and #5 are proposing additional capacity upgrades in anticipation of future regional demands.

As discussed in Impact U-1, the most recent sewer capacity assessment prepared for the City, the 2017 Sewer Master Plan, identified sewer infrastructure with insufficient conveyance capacity based on assumed buildout conditions. These deficiencies have been identified by the City of Montclair and they have a formal process to ensure functionality of the sewer system and that any priority upgrades, including unforeseen upgrades necessary as part of General Plan or individual Specific Plan buildout, are addressed in a time efficient manner. No other wastewater generated outside the Plan Area feeds into these facilities, so the Plan-level analysis accounts for all cumulative impacts to these facilities. Therefore, the Plan would not make a substantial contribution to a cumulatively significant impact related to wastewater treatment.

Electric Power and Gas

The geographic scope for cumulative electricity and natural gas impacts is the SCE and SoCalGas service area. SCE and SoCalGas are responsible for transmitting electricity and natural gas to all land uses within its service area. Development considered part of the cumulative analysis includes buildout of local General Plans.

Increases in demand in electricity under General Plan buildout are anticipated to be adequately served by regional infrastructure. While new on-site infrastructure and connections may be constructed, it is not anticipated that any upgrades or changes to regional transmission infrastructure will be required. As with Plan-level impacts, reasonably foreseeable development in areas outside the Plan Area may require installation of additional electrical and natural gas connections outside the Plan Area. Such facilities would be installed during individual project construction and would be paid for by ratepayers for those services.

According to the Plan, the CA Gas Report projected potential declines in demand across the reporting period as statewide greenhouse gas emission reduction programs and public pressure to switch to emissions-free energy sources become more prevalent. There are currently no existing or projected deficiencies in supplies or infrastructure across the SoCalGas service area given the current demand scenario, which includes the Plan Area. Therefore, cumulative impacts related to electric power and natural gas transmission facilities would be less than significant. Therefore, the Plan would not make a substantial contribution to a cumulatively significant impact regarding electricity and natural gas.

Telecommunication

The geographic scope for cumulative telecommunications impacts is the telecommunication provider service area. This geographic scope is appropriate because local providers are responsible to provide adequate telecommunication infrastructure to all land uses within its service area. Cumulative development would increase demand for telecommunications infrastructure in the City. However, cumulative projects would each be required to provide adequate telecommunications infrastructure on a project-by-project basis and would be subject to the same requirements as the project. Therefore, the Plan would not make a substantial contribution to a cumulatively significant impact related to telecommunications infrastructure.

Solid Waste

The geographic scope for cumulative solid waste impacts encompasses all areas in the Plan Area and County of San Bernardino that contribute solid waste to the landfills listed in Table 4.19-4. While residential and commercial waste generation patterns may change as zoning and land use plans are incorporated into new development, local and statewide recycling and sustainability initiatives are

anticipated to result in reduced generation at an individual level, and improved collection and disposal methods at a service provider level (City of Montclair 2021). As explained in Impact U-2, The total daily tonnage of all new growth expected under the Plan would account for only 0.08 percent of the maximum permitted daily throughput for landfills serving the Plan Area. Therefore, the Plan would not make a substantial contribution to cumulatively significant impact related to solid waste.

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4.20 Wildfire

This section analyzes impacts associated with the risk of exposure to wildland fires. Most of the information in the regulatory frameworks section was pulled from the updated Fire Hazard Planning Technical Advisory (Governor's Office of Planning and Research 2020).

4.20.1 Environmental Setting

a. Urban Fires

Many factors contribute to an area being at risk of structural fires and local fire departments' capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size. Many of the structures in the older portions of the Plan Area, some dating back to the 1930s, are susceptible to urban fires because they were built according to older building standards and fire codes, with no internal sprinklers and other fire safety systems in place and made from non-fire-resistive construction materials. Additionally, daytime traffic congestion from commuter and other traffic may contribute to difficulty of ingress and egress for emergency response vehicles in these areas. Geography and weather are also factors affecting fire safety in Montclair. Montclair frequently experiences hot, dry weather during summer and fall months. This is especially true during Santa Ana wind conditions, when hot, dry desert air can combine with high winds, increasing the possibility of quick-spreading fires.

b. Wildland Fires

The California Department of Forestry and Fire Protection (CAL FIRE) works in cooperation with the State Office of Emergency Services as well as neighboring state governments through a network of mutual aid agreements, to fight wildland fires. CAL FIRE is the largest multipurpose fire protection agency in the United States, responsible for wildland fire protection of over 31 million acres of California's privately owned watershed lands, as well as services in 150 counties, cities, and districts via contracts with local governments (CAL FIRE 2022). CAL FIRE responds to over 5,400 wildland fires each year and commands a force of approximately 5,324 full-time fire professionals, 1,783 seasonal personnel, and approximately 3,350 volunteers (CAL FIRE 2016). In addition to its nearly 1,000 fire engines, CAL FIRE maintains a significant fleet of aircraft that includes 22 air tankers, 17 air tactical planes, and 12 helicopters (CAL FIRE 2018).

Fire risk in southern California is determined by a number of factors, including drought, the availability and type of fuels, Santa Ana Winds, and development in the wildland-urban interface. The area is characterized by a Mediterranean climate of hot, dry summers and mild, wet winters. As with much of the western United States, the region has seen significantly below-average rainfall in recent years, leaving parched brush and trees extremely dry and fire prone.

Montclair is not particularly susceptible to wildland fires because of the urbanized character of the City and its location in a fully urbanized region not directly adjacent to wildlands, leaving little to no property exposed to risk from wildland fires.

4.20.2 Regulatory Framework

Wildfire risk is addressed by policies and regulations on a federal, State, and local level meant to help prevent and mitigate the impact of wildfires. In California many of the plans, policies, and regulations work cohesively with those of the federal government. On a local level, many areas that

are highly susceptible area to wildfires have their own local mandates to help protect their communities. Overall, there are many regulations in place for wildfire prevention, safety, and mitigation.

a. Federal

In response to requirements of the Federal Land Assistance, Management, and Enhancement Act of 2009, the Wildland Fire Leadership Council directed the development of the National Cohesive Wildland Fire Management Strategy (Cohesive Strategy). The Cohesive Strategy is a collaborative process with active involvement of all levels of government and nongovernmental organizations, as well as the public, to seek national, all-lands solutions to wildland fire management issues. The strategy is regionally oriented and science based and includes public laws, executive orders, and guiding documents, as well as secretary orders, policy memos, and department manuals. Wildland fire management is the result of collaboration, partnerships, and cooperation among states (interstate forest fire compacts), Federal fire management agencies (e.g., U.S. Forest Service, Bureau of Indian Affairs, National Park Service, U.S. Fish and Wildlife Service, tribal governments, and many local fire departments).

Shared Stewardship Agreement

In a key step to improve stewardship of California's forests, the State of California and the U.S. Forest Service launched a new joint state-federal initiative in August 2020 to reduce wildfire risks, restore watersheds, protect habitat and biological diversity, and help the State meet its climate objectives from the Fire Hazard Planning Technical Advisory Governor's Office of Planning and Research Public Review Draft – November 2020 12. The Agreement for Shared Stewardship of California's Forest and Rangelands (Shared Stewardship Agreement) includes a commitment by the federal government to match California's goal of reducing wildfire risks on 500,000 acres of forest land per year. The Shared Stewardship Agreement includes these key principles:

- Prioritize Public Safety.
- Use Science to guide Forest Management.
- Coordinate land management across jurisdictions.
- Increase the scale and pace of forest management projects.
- Remove barriers that slow project approvals.
- Work closely with all stakeholders, including tribal communities, environmental groups, academia, and timber companies.

Hazard Mitigation Plans

This Federal Disaster Mitigation Action of 2000 was enacted under Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act. An Interim Final Rule (IFR) was created that works towards creating a planning process, a risk assessment, a mitigation strategy, and a plan maintenance and updating process.

Community Wildfire Protection Plans (CWPP)

A CWPP is a tool to create forest and fire hazard planning to meet local needs. It requires collaboration with stakeholders, officials, federal agencies, and others to manage land, prioritize hazardous fuel reduction, and treat structural ignitability.

Federal Policy and Law

Federal policies, laws, and guiding documents addressing wildfires include the following:

- The Consolidated Appropriations Act (2021) allocated federal funding for wildfire prevention and suppression.
- The John D. Dingell, Jr. Conservation, Management, and Recreation Act 2019 sets provisions for various programs, projects, activities and studies for the management and conservation of natural resources on federal lands including wildland fire operations.
- Executive Order 13855 focuses on promoting active management of America's forests, rangelands, and other federal lands to improve conditions and reduce wildfire risk.
- Guiding documents, including the Department of the Interior's Strategic Plan, Guidance for Implementation of Federal Wildland Fire Management Policy, Review and Update of the 1995 Federal Wildland Fire Management Policy, and National Cohesive Wildland Fire Management Strategy.

b. State

California has a variety of implemented regulations (including assembly bills, treatment programs, and a strategic plan) to help mitigate the growing number of wildfires in the state.

2018 California Strategic Fire Plan

The Strategic Fire Plan is a roadmap for wildfire risks in California created by Cal Fire and the State Board. The plan aims to reduce costs and property losses, increase safety, and contribute to ecosystem health through the following goals:

- Improve the availability and use of consistent, shared information on hazard and risk assessment.
- Promote the role of local planning processes, including general plans, new development, and existing developments, and recognize individual landowner/homeowner responsibilities.
- Foster a shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans such as CWPPs.
- Increase awareness and actions to improve fire resistance of man-made assets at risk and fire resilience of wildland environments through natural resource management.
- Integrate implementation of fire and vegetative fuels management practices consistent with the priorities of landowners or managers.
- Determine and seek the needed level of resources for fire prevention, natural resource management, fire suppression, and related services.
- Implement needed assessments and actions for post-fire protection and recovery.

California Vegetation Treatment Program

This program was created by the State Board and has various strategies to meet the current California wildfire crisis. It focuses on vegetation treatment, environmental protection, prescribed burning, herbivory, fuel breaks and more to restore and protect natural ecosystems and prevent wildfires.

Assembly Bills

Assembly Bills (AB) 1823 and 38 were created to help address California's current wildfires crisis: AB 1823 recognizes and assists with fire risk reduction in communities. AB 38 is a wildfire mitigation financial assistance program to assist with cost-effective structure hardening and retrofitting fire-resistant homes, businesses, and buildings.

c. Local

General Plan Safety Elements for all jurisdictions in high fire hazard severity zones are required by Senate Bill (SB) 1241 to address wildfire hazards and risk reduction requirements. Climate adaption requirements and resilience strategies are also mandated in these plans. SB 99 and AB 747 require emergency evacuation routes to be addressed in General Plan Safety Elements.

4.20.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to wildfire would be potentially significant if the Plan area is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and the Plan would:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan;
2. 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;
3. 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; and/or
4. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

b. Project and Cumulative Impacts

Threshold 1:	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Plan substantially impair an adopted emergency response plan or emergency evacuation plan?
Threshold 2:	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Plan, 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?
Threshold 3:	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Plan 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?
Threshold 4:	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Plan expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact WFR-1 THE PLAN AREA IS NOT IN A VERY HIGH FIRE HAZARD SEVERITY ZONE, AND THERE WOULD THEREFORE BE NO IMPACT.

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program assesses the amount and extent of California's forests and rangelands, analyzes their conditions, and identifies alternative management and policy guidelines. According to the Fire Hazard Severity Zones Map (CALFIRE 2022), the Plan Area is not located in a high or very high fire hazard severity zone. Furthermore, as a built-out community in an urbanized area, the Plan Area is not subject to substantial wildfire risk. Therefore, the Plan would have no impact related to any of the above-listed thresholds.

Mitigation Measures

There would be no impact and mitigation is not required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's plan area. In that sense, the analysis of the Plan's impacts also constitutes the cumulative analysis. As explained in Section 4.20.1, *Environmental Setting* of this chapter, while Montclair is in a region where significant wildfire risks do exist in some areas, the Plan Area itself is not particularly susceptible to wildland fires because of the urbanized character of the Plan Area and its location in a fully urbanized region not directly adjacent to wildlands, leaving little to no property exposed to risk from wildland fires. As concluded in Impact WFR-1, the Plan would have no impact related to wildfires, and thus would make no contribution to any cumulative impact related to wildfires.

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5 Other CEQA Required Discussions

This section discusses growth-inducing impacts and irreversible environmental impacts that may be caused by implementation of the Plan.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The Plan's growth inducing potential is therefore considered significant if Plan-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population and Employment Growth

The Southern California Association of Government's (SCAG's) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects that the City's population will increase from 37,900 in 2020 to 42,700 in 2040. The addition of about 4,800 residents over a 20-plus-year period would lead to a 2040 population about 15 percent higher than the 2020 population. SCAG forecasts that job growth in Montclair during the lifetime of the Plan would be about 1,600 jobs from 2020 to 2040, a 9.2 percent increase over 2020 levels, bringing total employment in Montclair to 19,000 jobs.

As discussed in Chapter 4.14, *Population and Housing*, development carried out under the Plan would potentially add 7,600 housing units to the City's housing stock over the next 20 years. Based on Montclair's estimated average household size of 3.85 persons (Department of Finance [DOF] 2020), this would lead to an increase of approximately 29,200 residents in the City. Adding these 29,200 new residents to the City's 2021 population of 39,598 would increase the City's total population to 68,798, which is above SCAG's 2040 population forecasts of 42,700 from the 2016-2040 RTP/SCS (SCAG 2016). The addition of approximately 29,200 residents would lead to an approximately 73.7 percent increase in population over the next 20 years. Therefore, the Plan could induce substantial population growth in the area, either directly or indirectly.

The Plan would, however, redistribute some of this forecast growth through creation of the Focus Areas of New Development described and shown on the proposed General Plan Land Use Map. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While there is relatively strong demand for a variety of land uses within Montclair, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for the next 20 years in the Plan is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

Additionally, policies in the Plan would help manage the use of land so that growth, development, and redevelopment occur in an orderly manner. The following Plan policies would guide growth in the City:

A3.2 Conserve stable residential neighborhoods.

A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.

A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

B3.3 Establish Downtown and Revitalize Corridors

P3.3 Direct new growth to downtown area and corridors

A3.3a Direct new growth to the Station Area, Montclair Place District Specific Plan, Arrow Highway Mixed Use District, and the Central, Avenue, Holt Boulevard, and Mission Street corridors

A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.

A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

C3.4 Create places of enduring quality that are uniquely fit to their time and place

A3.4a Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets

A3.4b Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve outdoor air quality, and encourage water and resource conservation

C3.5 Remove regulatory and procedural barriers to good design.

A3.5 Develop and adopt a Form-Based Code for the Montclair Mall area and Arrow Highway Mixed Use District that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.

P3.6 Promote resilient low carbon built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions.

A3.6 Adopt a form-based code that allocates land uses based primarily on the control of the physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.

P3.15 Build out a comprehensive conduit network connecting City sensors and facilities.

A3.15 Require conduits to be laid out during street reconstruction or new street construction

It is the specific purpose of the Plan to accommodate the orderly development of Montclair. Therefore, by its nature, the Plan is intended to reduce the potential for uncontrolled growth in Montclair and the environmental impacts associated with uncontrolled growth. It should also be noted that, while the Plan would accommodate population growth beyond that forecast by SCAG's 2020 RTP/SCS, it would also help meet the City's RHNA allocation. As shown in Table 4.14-6 in

Chapter 4.14, *Population and Housing*, the City's RHNA allocation is 2,593 housing units by 2029. SCAG's 2020 RTC/SCS projects that the number of households in the City will grow by 1,400 over the next 20 years. Spread out over 20 years, this 1,400-household increase would equal 70 households per year. Over the eight-year span of the Housing Element/RHNA cycle, 70 households per year would equal 560 households. Equating households to housing units¹, 560 households over the eight-year span of the Housing Element/RHNA cycle would fall well short of the City's RHNA allocation of 2,593 housing units by 2029. The Plan therefore exceeds SCAG's projections, at least in part, for the purpose of meeting the City's RHNA allocation and the housing demand it represents.

5.1.2 Removal of Obstacles to Growth

Montclair is an urbanized community served by existing infrastructure. As discussed in Chapter 4.13, *Utilities and Service Systems*, and Chapter 4.7, *Hydrology and Water Quality*, existing infrastructure in Montclair would be adequate to serve development carried out under the Plan. There is no potential for the City to expand outward, as it is entirely surrounded by other cities in San Bernardino County and Los Angeles County, other than through annexation of already urbanized areas already within the City's Sphere of Influence (SOI). Thus, all new development envisioned in the Plan would occur in Montclair's current City limits or SOI. As discussed in Chapter 2, *Project Description*, the Plan encourages preserving the Plan Area's existing pattern of uses and establishing improvements, policies, and protections for long-term maintenance of established neighborhoods. Generally, most new development would result in re-use of properties, conversion of properties to different uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined focus areas. Growth in the Plan Area is anticipated to consist of infill development rather than development on greenfield sites. Furthermore, the Plan emphasizes bicycle connections and pedestrian-oriented focus areas; proposes focus areas and activity nodes to help shape and distribute new development; promotes protecting the character of existing residential neighborhoods; and outlines the future role and form of Montclair's public realm. In some cases, Plan implementation could lead to creation of new streets in already developed parts of Montclair, but this would be to break up large scale super-blocks. Breaking up these large superblocks could remove obstacles to growth in these areas, but for the purpose of facilitating planned development described in the Plan, not in a way that would lead to unplanned growth.

5.2 Irreversible Environmental Effects

Section 15126.2(c) of the CEQA Guidelines requires that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decision-makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

As discussed in Chapter 4.6, *Energy*, construction and routine operation and maintenance of infrastructure and residential and nonresidential buildings consume energy, typically in the form of fossil fuels, natural gas and electricity. The use of building materials and energy also includes non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to Montclair or the Plan. New development in the City during the lifetime

¹ While households and housing units are not the same (a household is the group of people occupying a housing unit), they are sufficiently analogous for the purposes of this comparison.

of the Plan would increase local demand for non-renewable energy resources such as petroleum and natural gas, although increasingly efficient building fixtures and automobile engines, and a State energy portfolio increasingly generated from renewable resources, as well as implementation of policies included in the Plan, are expected to offset this increased demand, either in whole or in part. For these reasons, and because of Montclair's relatively small size compared to the region, growth carried out under the Plan would not significantly affect local or regional energy supplies. The following Plan policies from *Chapter 3: Our Well Planned Community*, encourage new developments to be more sustainable as well as the implementation of the City's Climate Action Plan (CAP) and measures that will reduce greenhouse gas (GHG) emissions:

P3.2 Conserve stable residential neighborhoods.

- A3.2a Update the development code to ensure new infill development maintains and enhances the established character of neighborhoods.
- A3.2b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

P3.3 Direct new growth to Downtown and Revitalize Corridors

- A3.3a Direct new growth to the Station Area, Montclair Mall, Arrow Highway Mixed Use District, and the Central Avenue, Holt Boulevard, and Mission Street corridors.
- A3.3b Update the development code to encourage mixed-use, walkable, and contextual development.
- A3.3c Prepare a Specific Plan for the Arrow Highway Mixed Use District (AHMUD).

P3.4 Create places of enduring quality that are uniquely fit to their time and place

- A3.4a Introduce new infill buildings and renovate existing buildings in a manner that promotes and enhances Montclair's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate streets.
- A3.4b Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation

P3.6 Promote resilient low carbon built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions.

- A3.6 Adopt a form-based code that allocates land uses based primarily on the control of the physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.

P3.7 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts and ensures that storm flows are efficiently routed to regional drainage.

- A3.7a Continue to regularly update the City Master Plan of Drainage and associated capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements.
- A3.7b Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.

A3.7c Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City.

P3.8 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.

A3.8a Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements.

A3.8b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.

A3.8c Encourage the implementation of low impact design features for all new developments and redevelopments within the City.

P3.9 Serve as a key member in regional watershed enhancement and management efforts.

A3.9a Review updates of and contribute to future updates of the Santa Ana River Watershed One Water, One Watershed integrated regional water management plan.

A3.9b Coordinate with Chino Basin Water Conservation District to determine opportunities for improving infiltration opportunities for the City's groundwater recharge basins and for involvement in regional projects.

P3.11 Maintain and enhance water supply agreements and distribution infrastructure to equitably meet projected future water demands through the City through a variety of drought and demand scenarios.

A3.11a Regularly review and evaluate future iterations of the Monte Vista Water District Urban Water Management Plan and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary.

A3.11b Coordinate with the Inland Empire Utilities Agency to expand range of recycled water infrastructure for efficient reuse throughout the City.

A3.11c Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Chino Basin Water Conservation District on maximizing infiltration capacity of the Montclair Recharge Basins.

A3.11d Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards.

P3.13 Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.

A3.13a Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed.

A3.13b Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner.

P3.14 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.

A3.14a Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible.

A3.14b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading

P3.15 Build out a comprehensive conduit network connecting City sensors and facilities.

A3.15 Require conduits to be laid out during street reconstruction or new street construction.

P3.16 Ensure universal internet and technology access for all communities.

A3.16 Work with Internet Service Providers to further develop fiber internet and other high-speed options

Growth carried out under the Plan would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. As discussed in Chapters 4.15, *Public Services*, and 4.13, *Utilities and Service Systems*, impacts to public services and utilities would be reduced to a less than significant level with adherence to Plan policies and federal, State, and regional regulations.

The additional vehicle trips associated with growth under the Plan would incrementally increase local traffic, noise levels, and regional air pollutant emissions. As discussed in Chapter 4.2, *Air Quality*, implementation of policies included in the Plan promoting re-use and infill development and limiting future growth in population could reduce the air pollutant emissions associated with individual future development projects to below significance thresholds. Implementation of the CAP measures will decrease GHG emissions over time and accounts the General Plan growth.

As discussed in Chapter 4.13, *Noise*, potentially significant impacts would result if the following occurred:

1. 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;
2. Result in generation of excessive groundborne vibration or groundborne noise levels; and/or
3. 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 Plan expose people residing or working in the project area to excessive noise levels.

The City's Municipal Code and Plan policies would address potentially significant noise and vibration activity associated with development under the Plan and reduce these potential impacts to a less than significant level.

As discussed in Chapter 4.17, *Transportation/Traffic*, traffic generated as a result of development carried out under the Plan would be potentially significant if the following occurred:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment); and/or
4. Result in inadequate emergency access.

Vehicle Miles Traveled (VMT) is required metric to be used for identifying CEQA impacts instead of LOS. The City of Montclair and County of San Bernardino VMT per Service Population was calculated for the existing condition, future no project and future plus project using the San Bernardino County Traffic Analysis Model to establish Citywide threshold. The Plan generated VMT per service population does not exceed the threshold of 15 percent below County San Bernardino VMT per Service Population. In fact, VMT per service population is forecast to decrease under general plan buildout conditions (22.7) compared to the existing condition (32.7) and the future no project condition (32.3), indicating that the population is expected to travel in a more efficient manner. Because of these measures, potentially significant impacts would be reduced based on the VMT metrics provided.

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6 Alternatives

As required by Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the EIR examines a range of alternatives to the Plan. Included in this analysis are the CEQA-required “no project” alternatives (no growth, and growth in accordance with the City’s current General Plan). In addition, a Reduced Growth Alternative is proposed to address potential impacts associated with growth. The alternatives are listed below:

- Alternative 1: No Project (see Section 6.1)
- Alternative 2: Reduced Growth Alternative (see Section 6.2)

Alternative 1: No Project, analyzes growth in accordance with the City’s current General Plan. The City also considered a “no growth” alternative, but rejected it as infeasible for the reasons discussed in Chapter 6.3 of this EIR. As required by CEQA, this chapter includes a discussion of the “environmentally superior alternative” among those studied (see Section 6.4).

Section 15126.6(a) of the CEQA Guidelines states the following:

“An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

The City of Montclair, in its role as lead agency, has determined that the alternatives analyzed in this chapter of the EIR represent a reasonable range of alternatives to the Plan. Section 6.3 of this EIR includes a discussion of alternatives considered but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or would not avoid or substantially lessen one or more significant effects of the Plan.

6.1 Alternative 1: No Project Alternative

6.1.1 Description

The “No Project” Alternative involves continued implementation of the City’s current General Plan, which was adopted in 1999. The City also considered a “no growth” alternative, but rejected it as infeasible for the reasons discussed in Section 6.3 of this EIR. The No Project Alternative assumes that the City’s existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City’s current General Plan is less than what could be facilitated under the proposed Plan. The proposed Plan increases allowed density in areas including the Arrow Highway Mixed Use District (AHMUD) Specific Plan Area, downtown, and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Plan would allow for an

increase in the amount of development overall in the City because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the City's total potential population and amount of commercial development compared to current plan. Under the current General Plan, the City's population would not be expected to reach the SCAG forecast of 42,700 by 2040, while under the proposed Plan future residential growth is predicted to increase the City's total population to 68,798. SCAG forecasts for population, households, and employment in Montclair through the year 2040 are shown in Table 4.14-4 of Chapter 4.14, *Population and Housing* of this EIR.

While the Plan preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown areas, corridors and industrial areas that may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. This pattern of land uses is reflected in the City's current Land Use Map, shown in Figure 4.11-1 of this EIR. Under the Plan, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to corridors in the Downtown Transit area, various transportation corridors, and the AHMUD, all areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed use development as the focus areas included under the Plan, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and development under Alternative 1 would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the Plan.

6.1.2 Impact Analysis

a. Aesthetics

As discussed in Impact AES-3 in Chapter 4.1 *Aesthetics* of this EIR, the Plan, when compared to the City's current General Plan, places a greater emphasis on building form and character in districts and neighborhoods to allow a mix of land uses, and emphasizes improved gateways, and improved (and in some cases redefined) corridors. The Plan defines (both physically and visually) the desired visual character and quality of these areas and sets forth urban form policies to ensure that the Plan Area retains the unique aesthetic qualities valued by Montclair residents. The Plan does not call for substantial changes to established residential neighborhoods, and includes specific policies aimed at retaining the character of the neighborhoods. The No Project Alternative would not include these features and could therefore lead to a lower level of visual character and quality for certain parts of the Plan Area, and perhaps for the Plan Area as a whole, thereby potentially creating a greater impact to visual character and quality than the Plan. There would be less change to visual character and light and glare conditions in the Plan Area compared to the Plan because this alternative would reduce overall development. Less development in the focus areas would result in fewer light sources and slightly reduced light and glare impacts. Impacts to scenic vistas under this alternative would be less than those of the Plan because reduced development would mean fewer buildings partially blocking views. Because this alternative's aesthetics impacts would be greater than the

Plan's in some respects but less than the Plan's in others, its overall aesthetic impacts would be similar those of the Plan.

b. Agricultural and Forestry Resources

As described in Section 4.2 *Agricultural Resources*, the Plan Area is fully urbanized, with no areas in Montclair or the SOI under agricultural or forestry production. The Plan would therefore not result in conversion of farm or forest land, nor would it conflict with existing zoning for agricultural or forest use, and it would not have any significant impact environmental impacts on agricultural and forestry resources. The No Project alternative would also not have any significant environmental impacts on agricultural and forestry resources because the City's current General Plan does not include any land zoned for agricultural or forest use. Overall, the agricultural and forestry resources of this alternative would be similar to those of the Plan.

c. Air Quality

As with the Plan, impacts to Air Quality under this alternative would be significant and unavoidable. As discussed in Impact AQ-1, AQ-2, and AQ-3 in Chapter 4.3, *Air Quality* of this EIR, individual developments projects carried out under the Plan would generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. The same would be true with the No Project Alternative. Although the Plan does not propose individual development projects, individual projects would still be constructed and operated under both the Plan and the City's current General Plan, and individual project emissions could create significant and unavoidable air quality impacts under either scenario. Nonetheless, the reduced amount of construction would result in reduced construction emissions and slightly reduced impacts to air quality under this alternative.

d. Biological Resources

As described in Section 4.4, *Biological Resources*, development carried out under the Plan could potentially adversely affect biological resources and as a result mitigation measures BIO-1 through BIO-4 would be required. These mitigation measures, along with Plan policies described in Section 4.4, would reduce impacts to biological resources to a less than significant level. Development carried out under the No Project Alternative would occur under the City's current General Plan, which does not include these specific plan policies nor mitigation measures. As a result, impacts under this alternative would be greater than those of the Plan.

e. Cultural Resources

Impacts to Cultural Resources, as discussed in Impact CUL-1 and CUL-2 in Chapter 4.5 *Cultural Resources* of this EIR, would remain significant and unavoidable. Impact CUL-1 describes how the Plan has the potential to result in a significant impact if development carried out under the Plan caused a substantial adverse change in the significance of a historical resource. Impact CUL-2 describes how the Plan has the potential to result in a significant impact if development carried out under the Plan caused a substantial adverse change in the significance of an archaeological resource. Impact CUL-3 describes how the Plan has the potential to disturb or damage human remains, and the existing regulations that address this potential impact. Under the No Project Alternative development would still occur but would be carried out under the City's current General

Plan, with a lower amount of new, market-driven development likely spread more widely across the Plan Area than under the Plan. However, because it is not known where archaeological resources and human remains may exist, and both the Plan and this alternative would involve potential impacts to these resources, potential impacts to these resources would be similar to (and significant and unavoidable) under either scenario.

The No Project Alternative would potentially increase impacts to historic resources compared to the Plan. As discussed in Chapter 4.5 *Cultural Resources*, the Plan does not call for substantial changes to established residential neighborhoods and includes specific policies aimed at preserving historic resources. The No Project Alternative would not include these elements and would, therefore, be more likely than the Plan to lead to or allow the loss of, or negative effects on, historic resources in such areas. This alternative would therefore have potentially greater impacts to cultural resources than the Plan.

f. Energy

Because development under the No Project Alternative would still occur but would be carried out under the City's current General Plan, with a lower amount of new, market-driven development likely spread more widely across the Plan Area than under the Plan, the Plan and the No Project Alternative do not substantially differ in development footprints. However, the Plan's land use scenario encourages a greater degree of high-density development. While the City's current General Plan does contain some energy efficiency policies, it does not contain any transportation demand management policies that would reduce VMT or encourage the installation of electric vehicle infrastructure nor is it as consistent with energy efficiency goals contained in the City's proposed Climate Action Plan. The inefficient and unnecessary consumption of energy would be greater under this alternative. Overall the No Project Alternative would have greater energy impacts than the Plan.

g. Geology and Soils

Under the No Project Alternative development would occur within the same Plan Area as the Plan. Therefore, development under this alternative would occur on the same geologic units, soils, and slopes as under the Plan. Development under this alternative would, like development under the Plan, be required to comply with applicable regulations, such as the California Building Code, the Montclair Municipal Code, and the Clean Water Act. Although this alternative and the Plan would not substantially differ in development footprints, this alternative would result in less high-density development; thus, the potential for loss of topsoil, placement of development atop expansive soils, or accidental discovery of paleontological resources would be reduced under this alternative. Therefore, impacts associated with topsoil loss and expansive soils would be less under the No Project Alternative than under the Plan. As described in Section 4.7, *Geology and Soils*, development carried out under the Plan could potentially adversely affect subsidence and ground collapse as well as paleontological resources. As a result, mitigation measures GEO-1 and GEO-2 would be required. These mitigation measures, along with Plan policies described in Chapter 4.7, would reduce impacts to geology and soils to a less than significant level. Development carried out under the No Project Alternative would occur under the City's current General Plan, which does not include these specific plan policies nor mitigation measures. As a result, potential impacts to these resources under this alternative would be greater than those of the Plan. Overall, this alternative would be more impactful in some respects but less impactful than others compared to the Plan, and its potential impacts related to geology and soils would therefore be about the same as those of the Plan.

h. Greenhouse Gas Emissions

Implementation of the No Project Alternative would result in a lower amount of new, market-driven development that would likely be spread more widely across the Plan Area and would involve less overall development and associated growth than would occur under Plan. Therefore, this alternative would reduce construction related GHG emissions compared to the Plan, but because development would be more dispersed under this alternative and not concentrated in identified focus areas, VMT increase per capita would be greater and cumulative vehicular emissions would be similar to those of the Plan. The land use scenario and the associated GHG emissions envisioned under this alternative would also not be consistent with applicable state regulations that were adopted after the City's current General Plan including City's proposed Climate Action Plan and the SCAG 2020-2045 RTP/SCS. The Plan also contains policies intended to facilitate greater GHG emission reductions than is mandated under the City's current General Plan. The fact that this alternative would not include GHG emissions reduction policies and programs could contribute to increased GHG emissions under this alternative compared to the Plan. Therefore, while the No Project Alternative would result in fewer GHG emissions during construction, other factors discussed above could contribute to increased GHG emissions. Overall, this alternative's greenhouse gas emissions impacts would therefore be similar to those of the Plan.

i. Hazards and Hazardous Materials

The No Project Alternative would result in less development than the Plan, so it would result in slightly less use and transport of hazardous materials than the Plan. This development, however, would still take place in the Plan Area. The City's current General Plan contains policies regarding the handling, storage, and collection of hazardous materials, but the Plan includes additional policies related to hazardous materials transportation routes, partnerships, remediation, education, and emergency plans, which would better prevent exposure to hazardous materials. Therefore, while the No Project Alternative would have less than significant hazardous materials impacts, its overall impacts would be greater than those of the Plan.

j. Hydrology and Water Quality

The No Project Alternative would result in less development than the Plan. Therefore, development under this alternative would result in slightly reduced impervious surfaces and stormwater runoff volumes and velocity as the Plan. Both the City's current General Plan and the Plan contain policies to reduce potential water quality impacts. Development under this alternative would be subject to the same regulatory requirements, such as NPDES permit requirements, governing runoff and protecting water quality and supply, as development carried out under the Plan. The No Project Alternative, however, would result in a smaller population in 2040, and demand for groundwater would be less than that of the Plan. Impacts to hydrology and water quality under this alternative would be less than those of the Plan.

k. Land Use and Planning

As discussed under Impact LU-2 in Chapter 4.11 *Land Use and Planning*, the Plan would be generally consistent with the policies of SCAG's RCP and RTP/SCS for many reasons, including the fact that it would encourage infill development within focus areas located along major transportation corridors that would be well-served by public transit, increase access to open space, and develop "Complete Communities" while protecting stable, existing single-family areas. The No Project Alternative would not be as consistent with these policies because it would not include these Plan features and

policies. However, the Plan would also help the City meet its RHNA allocation. The No Project Alternative would reduce residential development compared to the Plan and as a result would not help the City meet its RHNA allocation to the same degree as the Plan. Thus, the No Project Alternative would not be consistent with state policies for the provision of adequate housing represented by the RHNA. The No Project Alternative's overall land use and planning impacts would be similar to those of the Plan.

I. Mineral Resources

The No Project Alternative would result in less development than the Plan. However, development under this alternative would still take place in the Plan Area. Therefore, development under the No Project Alternative could result in development in areas where significant mineral resources exist. However, as described in Impact MIN-1, the Plan Area is already built out and therefore impacts to mineral resources would be highly unlikely and less than significant. The same would be true under the No Project Alternative, so this alternative's overall impact to mineral resources is about the same as that of the Plan.

m. Noise

The No Project Alternative would result in less development than the Plan. Therefore, less construction and associated construction noise and vibration would occur under this alternative than under the Plan, particularly in the identified development areas and housing opportunity sites for the Plan. However, construction noise under this alternative might be spread more widely across the Plan Area. Also, while this alternative would result in less development, the City's current General Plan has fewer operational noise reduction policies and restrictions than the Plan. Furthermore, mitigation measures NOI-1 and NOI-2 would not be included in this alternative. Therefore, impacts under the No Project Alternative would be greater than the Plan.

n. Population and Housing

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs in the Plan Area. Implementation of this alternative would accommodate fewer residents and housing units than the Plan, which would increase allowable residential development densities in certain focus areas. Thus, compared to the Plan, the No Project Alternative would result in less population growth, which would be more consistent with SCAG projections for Montclair than projected residential growth under the Plan. The City's current General Plan provides for orderly development and growth. Any displacement of people or housing units under the No Project Alternative would be minimal because development in the Plan Area would continue pursuant to the existing General Plan. Impacts would be less than those of the Plan.

o. Public Services

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. This alternative would result in less development than the Plan and would therefore generate less demand for fire, police, school, and library services. While, as discussed in Section 4.15, *Public Services*, the Plan includes policies that direct the City to strive to maintain adequate public service facilities, the City's current General Plan contains some similar policies. The No Project Alternative

would result in a demand for public services already anticipated by existing public service facilities. Impacts under this alternative would be similar to those of the Plan.

p. Recreation

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. This alternative would result in less development than the Plan and would therefore generate less demand for, and demand on, recreational facilities. While, as discussed in Section 4.16, *Recreation*, the Plan includes policies that direct the City to strive to maintain adequate recreational facilities, the City's current General Plan contains some similar policies. The No Project Alternative would result in a demand for, and demand on, recreational services already anticipated by existing recreational facilities. Impacts would be similar to those of the Plan.

q. Transportation

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. Implementation of the No Project Alternative would result in a lower amount of new, market-driven development that would likely be spread more widely across the Plan Area and would involve less overall development and associated growth than would occur under Plan. Because development would be more dispersed under this alternative and not concentrated in identified focus areas, it would result in greater per capita VMT and would therefore be more inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) than the Plan. The No Project alternative would also not include policies described in Section 4.17, *Transportation* of this EIR that reduce traffic hazards, address emergency access and the circulation system. Therefore, this alternative would result in greater transportation impacts than the Plan.

r. Tribal Cultural Resources

As discussed in Section 4.18, *Tribal Cultural Resources*, tribal cultural resources impacts are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. Development carried out under the Plan has the potential to impact unidentified tribal cultural resources. Impacts on tribal cultural resources would be potentially significant but mitigable. Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. Because development would occur within the same Plan Area as the Plan, this alternative's potential to encounter tribal cultural resources would be similar to the Plan. This alternative, however, would not include mitigation measures that would protect tribal cultural resources and impacts to tribal cultural resources under the No Project Alternative would be greater than under the Plan.

s. Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems*, Development carried out under the Plan would or may require increased or expanded water supplies and wastewater, stormwater, telecommunications, electric power, and natural gas supplies and facilities; but compliance with policies in the Plan, the Montclair Municipal Code, and other City programs would reduce these impacts to a less than significant level. The No Project Alternative would result in less development and less population increase than the Plan, which would tend to decrease demand on existing

utilities and service systems, but it would not include policies from the Plan that address water supply, wastewater, and solid waste. Therefore, impacts under this alternative would be greater than under the Plan.

f. Wildfire

As discussed in Section 4.20, *Wildfire*, the Plan Area is not in a very high fire hazards severity zone, and the Plan would therefore have no impact related to wildfire. The No Project Alternative would be carried out in the same Plan Area as the Plan and, like the Plan, would not expand the City's development footprint into any mapped areas prone to wildfire hazard. Overall, wildfire impacts under this alternative would be similar to those of the Plan.

6.2 Alternative 2: Reduced Growth Alternative

6.2.1 Description

The Reduced Growth Alternative (Alternative 2) is included in this chapter of the EIR to address potential growth-related impacts associated with the Plan. The Reduced Growth Alternative is based in part on a market analysis completed by HR&A Advisors Inc. (HR&A) that analyzed the potential support for development in the City from 2018 to 2040. This analysis assumes Citywide development would be near the "low range" projections included in the market analysis and shown in Table 2-5 of this EIR.

Total development potential under this alternative compared to development potential under the Plan is shown in Table 6-1. Although this alternative would result in less overall development than the Plan, development is assumed to occur in the same general locations as under the Plan, and be subject to the same goals, policies, and development standards as under the Plan.

Table 6-1 Total Development Potential of Reduced Growth Alternative Compared to the Plan

Development Type	Plan	(Reduced Growth Alternative)
Residential	7,580 units	5,325 units
Office Space	600,000 sf	360,000 sf
Industrial/Flex Space	1,900,000 sf	750,000 sf
Hotel/Motel	300 rooms	220 rooms

Source: HR&A Market Analysis

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the Plan, although in some cases to a lesser degree than the Plan. The amount of new development in the Plan Area over the next 28 years called for under the Plan is based on a market assessment prepared as part of the Plan. This market assessment was also the basis for the goals, policies, and actions contained in Plan Chapter C2, *Our Prosperous Community*. The goal of this chapter is to address how Montclair can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the Plan because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same

extent as the growth accommodated by the Plan. As discussed in Chapter 4.14, *Population and Housing*, the Plan would help the City meet its Regional Housing Needs Assessment (RHNA) allocation. The Reduced Growth Alternative would do this to a lesser degree than the Plan.

6.2.2 Impact Analysis

a. Aesthetics

The Reduced Growth Alternative would implement the same policies as the Plan but would involve less residential and non-residential development than the Plan. Although no specific Plan policies related to light control, as discussed in Section 4.1.2, *Regulatory Framework*, Municipal Code 11.50.090 addresses design standards that are in place for lighting in Montclair. This alternative would be subject to these same regulations. Therefore, impacts related to the City's visual character, and light and glare conditions would be less than those of the Plan. There would also be less change to the visual character and light and glare conditions because this alternative would reduce overall development. Less development in the focus areas would result in fewer light sources and slightly reduced light and glare impacts. Impacts to scenic vistas under this alternative would be less than those of the Plan because reduced development would mean fewer buildings partially blocking views. Overall, this alternative's aesthetic impacts would be less than the Plan.

b. Agricultural and Forestry Resources

As described in Section 4.2 *Agricultural Resources*, the Plan Area is fully urbanized, with no areas under agricultural or forestry production. The Plan would not result in conversion of farm or forest land, nor would it conflict with existing zoning for agricultural or forest use and there would be no environment impacts to agricultural resources. The same would be true for the Reduced Growth Alternative and therefore impacts would be the same under either alternative.

c. Air Quality

As with the Plan, impacts to Air Quality would be unavoidable and significant impacts under the Reduced Growth Alternative. As discussed in Impact AQ-1 in Chapter 4.3 *Air Quality* of this EIR, individual developments projects carried out under the Plan would generate construction and operational related emissions that would create a significant and unavoidable impact. The same would be true with the Reduced Growth Alternative. Under this alternative there would be less overall development in the Plan Area and, although individual project emissions would still create significant and unavoidable air quality impacts, this alternative would have less impact on construction and operational emissions than the Plan. However, the Reduced Growth Alternative would result in less development in the identified focus areas and more dispersed development, and VMT per capita would therefore not be reduced to the same degree as under the Plan. Overall, this alternative's air quality impacts would be similar to those of the Plan.

d. Biological Resources

As described in Section 4.4, *Biological Resources*, development carried out under the Plan could potentially adversely affect biological resources and as a result mitigation measures BIO-1 through-BIO-4 would be required. These mitigation measures, along with Plan policies described in Section 4.4, would reduce impacts to biological resources to a less than significant level. Under the Reduced Growth Alternative less development and construction would take place which would result in

reduced impacts to biological resources. The mitigation measures identified in this EIR would also still be applicable. Overall impacts to biological resources would be less than those of the Plan.

e. Cultural Resources

Impacts to Cultural Resources, as discussed in Impact CUL-1 and Impact CUL-2 in Chapter 4.5, *Cultural Resources* of this EIR, would remain significant and unavoidable under the Reduced Growth Alternative. Impact CUL-1 describes how the plan has the potential to result in a significant impact if development carried out under the Plan would cause a substantial adverse change in the significance of a historical resource. Impact CUL-2 describes how the Plan has the potential to result in a significant impact if development carried out under the Plan caused a substantial adverse change in the significance of an archaeological resource. Under the Reduced Growth Alternative there would be less total development, but development would still be carried out. Although potentially significant impacts to historical and archaeological resources would remain, and these impacts would remain significant and unavoidable, this alternative would have less impact on cultural resources because of the reduced overall amount of development.

f. Energy

The Reduced Growth Alternative would reduce development in the Plan Area compared to the Plan. Less overall development would result in less construction and thus reduced energy consumption for construction vehicles. Similarly, less development would result in less consumption of energy from operational uses including heating and transportation fuel. Like the Plan, the Reduced Growth Alternative would implement new energy efficiency and renewable energy policies that would reduce energy consumption and would be consistent with energy goals and policies contained in the City's proposed Climate Action Plan. Therefore, this alternative would have reduced energy consumption. Overall, this alternative's energy impacts would be less than those of the Plan.

g. Geology and Soils

Under the Reduced Growth Alternative development would occur within the same Plan Area as the Plan. Therefore, development under this alternative would occur on the same geologic units, soils, and slopes as under the Plan. However, development would not be as intensive as the Plan; thus, the potential for loss of topsoil, placement of development atop expansive soils, or accidental discovery of paleontological resources would be reduced under this alternative. Development under this alternative would be required to comply with applicable regulations, such as the California Building Code, the Montclair Municipal Code, and the Clean Water Act. Therefore, under the Reduced Growth Alternative, risks associated with topsoil loss and expansive soils would be less than those of the Plan.

h. Greenhouse Gas Emissions

Implementation of the Reduced Growth Alternative would involve less overall development and associated growth than under the Plan. Therefore, this alternative would have less construction related GHG emissions than the Plan. Additionally, this alternative would result in less total VMT and related GHG emissions. While this alternative would result in fewer sources of GHG emissions, the land use scenario and the associated GHG emissions envisioned under this alternative would also be consistent with applicable state regulations contained in the Plan including City's proposed Climate Action Plan and the SCAG 2020-2045 RTP/SCS. The Plan also contains policies intended to facilitate greater GHG emission reductions which would also be included in the Reduced Growth

Alternative. Therefore, the Reduced Growth Alternative would result in reduced GHG emissions, and its impacts in this regard would be less than significant than those of the Plan.

i. Hazards and Hazardous Materials

The Reduced Growth Alternative would result in less development than the Plan. Therefore, development under the Reduced Growth Alternative would result in slightly less use and transport of hazardous materials than the Plan. Development under this alternative would still take place in and affect the Plan Area, but Plan policies related to hazardous materials transportation routes, partnerships, remediation, education, and emergency plans, which would help prevent exposure to hazardous materials, would also be included in this alternative. Therefore, the Reduced Growth Alternative would reduce impacts compared to the Plan.

j. Hydrology and Water Quality

The Reduced Growth Alternative would result in less development than the Plan, while consisting of a similar land use pattern as the Plan. Therefore, development under this alternative could result in slightly less impervious surfaces and stormwater runoff volumes and velocity than the Plan. The Plan contains policies to reduce potential water quality impacts and development, and under this alternative future development would be subject to the same regulatory requirements, such as NPDES permit requirements, governing runoff and protecting water quality and supply. In addition, the Reduced Growth Alternative would result in a smaller population in 2040, and demand for groundwater would be less than under the Plan. Impacts under this alternative would be less than those of the Plan.

k. Land Use and Planning

As discussed under Impact LU-2 in Chapter 4.11 *Land Use and Planning*, the Plan would be generally consistent with the policies of SCAG's RCP and RTP/SCS for many reasons, including the fact that it would encourage infill development within focus areas located along major transportation corridors that would be well-served by public transit, increase access to open space, and develop "Complete Communities" while protecting stable, existing single-family areas. The Plan would also help the City meet its RHNA allocation. The Reduced Growth Alternative would reduce residential development compared to the Plan and as a result would not help the City meet its RHNA allocation to the same degree as the Plan. Thus, the Reduced Growth Alternative would not be consistent with state policies for the provision of adequate housing represented by the RHNA and would therefore have greater impacts related to land use and planning.

l. Mineral Resources

The Reduced Growth Alternative would result in less development than the Plan. However, development under this alternative would still take place in the Plan Area. Therefore, development under this alternative would result in potential for development in areas where significant mineral resources exist. As described in Impact MIN-1, the Plan Area is already built out and therefore impacts to mineral resources would be less than significant. The same would be true under the Reduced Growth Alternative, but because it would involve less total development this alternative would have less potential impact on mineral resources.

m. Noise

The Reduced Growth Alternative would result in less development than the Plan. Therefore, less construction and associated construction noise and vibration would occur under this alternative than under the Plan, particularly in the identified development areas and housing opportunity sites for the Plan. Additionally, noise reduction policies and restrictions included in the Plan would also be included in the Reduced Growth Alternative. Furthermore, mitigation measures NOI-1 and NOI-2 would also be included in this alternative. Therefore, the Reduced Growth Alternative would have reduced noise impacts compared to the Plan.

n. Population and Housing

The Reduced Growth Alternative would result in less residential development than the Plan, which would result in less population growth than the Plan. This alternative would therefore be more consistent with SCAG projections for Montclair than projected residential growth under the Plan. As discussed under Impact PH-1 in Chapter 4.14 *Population and Housing*, policies and actions included in the Plan would adequately address the projected population growth and Plan impacts related to population and housing. This alternative would include these policies and actions, and would still provide for the orderly development and growth of the Plan Area. Displacement of people or housing units under the Reduced Growth Alternative may also be reduced because development in the Plan Area would be reduced compared to the Plan. Therefore, the Reduced Growth Alternative's population and housing impacts would be less than those of the Plan.

o. Public Services

The Reduced Growth Alternative would result in less development than the Plan and would therefore generate less demand for fire, police, school, and library services. Additionally, as discussed in Section 4.15, *Public Services*, the Plan includes policies that direct the City to strive to maintain adequate public service facilities and the same policies would apply to the Reduced Growth Alternative. Overall, this alternative's public services impacts would be less than those of the Plan.

p. Recreation

The Reduced Growth Alternative would result in less development than the Plan and would therefore generate less demand for, and demand on, recreational facilities. This alternative would also include Plan policies that direct the City to strive to maintain adequate recreational facilities, as discussed in Section 4.16, *Recreation*. Therefore, this alternative's impacts to and from recreational facilities would be less than those of the Plan.

q. Transportation

The Reduced Growth Alternative would result in less overall development than the Plan, but development is assumed to occur in the same general locations as under the Plan, and be subject to the same goals, policies, and development standards as under the Plan. The same policies from the Plan regarding transportation and traffic would apply so impacts to traffic hazards, emergency access, and the circulation system would be similar. As described in Section 4.17, *Transportation*, per capita (i.e., per service population) VMT would be lower under the Plan than under the No Project Alternative. The improvement in travel efficiency is the result of people making fewer trips and traveling shorter distances due to increase availability of active modes of transportation and

better accessibility to destinations by all modes of transportation. The Plan would increase transit-friendly development in identified focus areas which in turn would result in a reduction in per capita VMT. The Reduced Growth Alternative would result in less development in the identified focus areas and therefore VMT per capita would not be reduced to the same degree as under the Plan. Thus, overall transportation impacts under this alternative would be greater than under the Plan.

r. Tribal Cultural Resources

As discussed in Section 4.18 *Tribal Cultural Resources*, tribal cultural resources impacts are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. Development carried out under the Plan has the potential to impact unidentified tribal cultural resources. Impacts on tribal cultural resources would be potentially significant but mitigable. The Reduced Growth Alternative would result in less development than the Plan but because development under this alternative would occur within the same Plan Area as the Plan the potential to encounter tribal cultural resources would be similar. This alternative would also include mitigation measures TCR-1 and TCR-2 from this EIR that would protect tribal cultural resources. Therefore, impacts to tribal cultural resources under the Reduced Project Alternative would be similar to those of the Plan.

s. Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems*, Development carried out under the Plan would or may require increased or expanded water supplies and wastewater, stormwater, telecommunications, electric power, and natural gas supplies and facilities. However, compliance with Plan policies, the Montclair Municipal Code, and other City programs would reduce these impacts to a less than significant level. The Reduced Growth Alternative would result in reduced development potential and reduced population increase and decrease demand on existing utilities and service systems. This alternative would also include Plan goals and policies related to water, wastewater, storm water drainage, electricity, and natural gas. Because of its reduced overall amount of development and continued applicability of Plan policies, this alternative would result in less demand on utilities and service systems than the Plan.

t. Wildfire

As discussed in Section 4.20, *Wildfire*, the Plan Area is not in a very high fire hazards severity zone, and the Plan would therefore have no impact related to wildfires. The Reduced Growth Alternative would not expand the development footprint of the Plan into any mapped areas prone to wildfire hazard. There would be no impact related to wildfires under either this alternative or the Plan, and wildfire impacts would be the same as under the Plan.

6.3 Alternatives Considered but Rejected

a. Relocated Focus Areas

Other alternatives considered include various scenarios that would relocate the focus area of development included in the Plan. This would involve shifting the location of one or more of the focus areas identified in the Plan, such as the Downtown Transit area or AHMUD Specific Plan area, in an attempt to avoid growth-related impacts in certain areas. This alternative would be intended to avoid or lessen traffic impacts resulting from the Plan described in Chapter 4.17 *Transportation* of this EIR. The Transportation Impact Analysis (TIA) cited in the *Transportation* chapter of this EIR

found that buildout of the Plan would result in a Level of Significance (LOS) “E” at 10 of the 46 roadway segments analyzed in the TIA. LOS E signifies unstable operation and congestion on that roadway segment.

Seven out of the 10 “LOS E” roadway segments are located on Central Avenue or Monte Vista Avenue, which are important north-south arteries through the Plan Area, with another “LOS E” roadway segment on Holt Boulevard, which is an important east-west artery through the Plan Area. The Plan identifies Central Avenue corridor, Holt Boulevard corridor, and the Downtown Transit area as key focus areas for future development. The impacted road segments on Monte Vista Avenue are also located in or near the Downtown Transit area.

Relocation of the focus areas of development included in the Plan would not reduce traffic in the Plan Area as a whole. Rather, it would simply move it to different areas of the Plan Area. Additionally, moving the focus areas away from the areas identified in the Plan could push traffic to streets where viable infrastructure is not in place to support this level of development. Furthermore, the TIA found that the Plan’s overall impacts on transportation were less than significant under CEQA. As noted in Chapter 4.17, *Transportation*, vehicle miles travelled (VMT), not traffic congestion metrics such as LOS, is the appropriate metric for measuring the environmental impacts of traffic under CEQA. The Plan would reduce per capita VMT, and relocation of the focus areas would not substantially affect Plan VMT or avoid any environmental impact. Therefore, these scenarios were rejected from further consideration and this option was not included as an alternative in the analysis.

b. No Growth

The No Growth alternative would mean no more development compared to current conditions. This option was determined to be infeasible. The No Growth alternative is not realistic because some development in Montclair is already allowed under existing land use designations and zoning, and in some cases may have already received approvals or other entitlements. The No Growth alternative would require a growth moratorium ordinance that would restrict property development rights that already exist under existing policies and regulations, which could raise issues related to property rights and takings. Additionally, the No Growth alternative would not meet several of the main objectives of the plan, listed below and discussed in Section 2.3.1 of this EIR.

- Creation of a green network for the City, mainly along the San Antonio Creek
- Connecting the western portion of the City from south to north with open parks, public space, and more to increase amenities and improve the ecology of the community
- City streets to be used for increased green and transit infrastructure for the public, with a focus on four main street corridors: Central Avenue, Holt Boulevard, Arrow Highway, and Mission Boulevard.
- Creating a new transit-oriented downtown north of the I-10 freeway that would be created by transforming the mall into the town center and preserving and enhancing the current industrial areas.

The creation of a new transit-oriented downtown would not be possible without development of new residential and non-residential projects, which would induce growth in the Plan Area. If the green network, open space, and transit improvements listed as objectives of the Plan are not considered growth, they could still be considered under the No Growth alternative. However, without development growth the City would have to find a funding mechanism for public

improvements without development fees or development related revenues. Therefore, feasibly meeting these objectives under the City's current fiscal structure may not be possible under the No Growth alternative.

The No Growth alternative would not meet these objectives because all of them would require at least some development. Therefore, this scenario was rejected from further consideration and this option was not included as an alternative in the analysis.

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. When the "No Project" alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options. As shown in Table 6-2, the Reduced Growth Alternative would, overall, be environmentally superior to the Plan. When the two alternatives are compared to each other, the Reduced Growth Alternative would be environmentally superior because apart from greater impacts to Land Use and Planning and Transportation and Traffic, it would have reduced or similar environmental impacts to the Plan, while the No Project Alternative would result in greater impacts to Biological Resources, Cultural Resources, Energy, Hazards and Hazardous Materials, Noise, Transportation and Traffic, Tribal Cultural Resources and Utilities and Service Systems with reduced impacts in Air Quality, Hydrology and Water Quality, and Population and Housing.

Table 6-2 Impact Comparison of Alternatives

Issue	No Project Alternative	Reduced Growth Alternative
Aesthetics	=	+
Agricultural and Forestry Resources	=	=
Air Quality	+	=
Biological Resources	-	+
Cultural Resources	-	+
Energy	-	+
Geology and Soils	=	+
Greenhouse Gas Emissions	=	+
Hazards and Hazardous Materials	-	+
Hydrology and Water Quality	+	+
Land Use and Planning	=	-
Mineral Resources	=	+
Noise	-	+
Population and Housing	+	+
Public Services	=	+
Recreation	=	+
Transportation and Traffic	-	-
Tribal Cultural Resources	-	=
Utilities and Service Systems	-	+
Wildfire	=	=

+ Superior to the Plan (reduced level of impact)

- Inferior to the Plan (increased level of impact)

= Similar level of impact to the Plan

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7 References

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