

SAN BERNARDINO  
ASSOCIATED GOVERNMENTS  
**SAN BERNARDINO COUNTY REGIONAL  
GREENHOUSE GAS EMISSIONS  
INVENTORIES AND REDUCTION PLAN**  
**Environmental Impact Report**

SCH No. 2012111046

*Volume XII: Draft EIR (Section 4.11 [City of Montclair])*

*Prepared for*

**Governments**  
**SANBAG**  
**Working Together**

**San Bernardino Associated Governments**  
SANBAG Planning Department  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, California 92410-1715

*Prepared by*

**ATKINS**  
650 E. Hospitality Lane, Suite 460  
San Bernardino, California 92408

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## 4.11 CITY OF MONTCLAIR

### 4.11.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Montclair from implementation of the Regional Reduction Plan. The City of Montclair is located on the western side of the San Bernardino Valley, along the Interstate 10 (I-10) corridor, approximately 35 miles east of downtown Los Angeles. It is situated between the cities of Pomona and Ontario, close to the boundaries of Orange, Riverside, and Los Angeles counties (Figure 4.11-1 [Location Map]). The Montclair planning area includes approximately 5.54 square miles within the City and .92 square miles within the unincorporated areas generally located south of State Street comprising the Montclair Sphere of Influence (SOI).

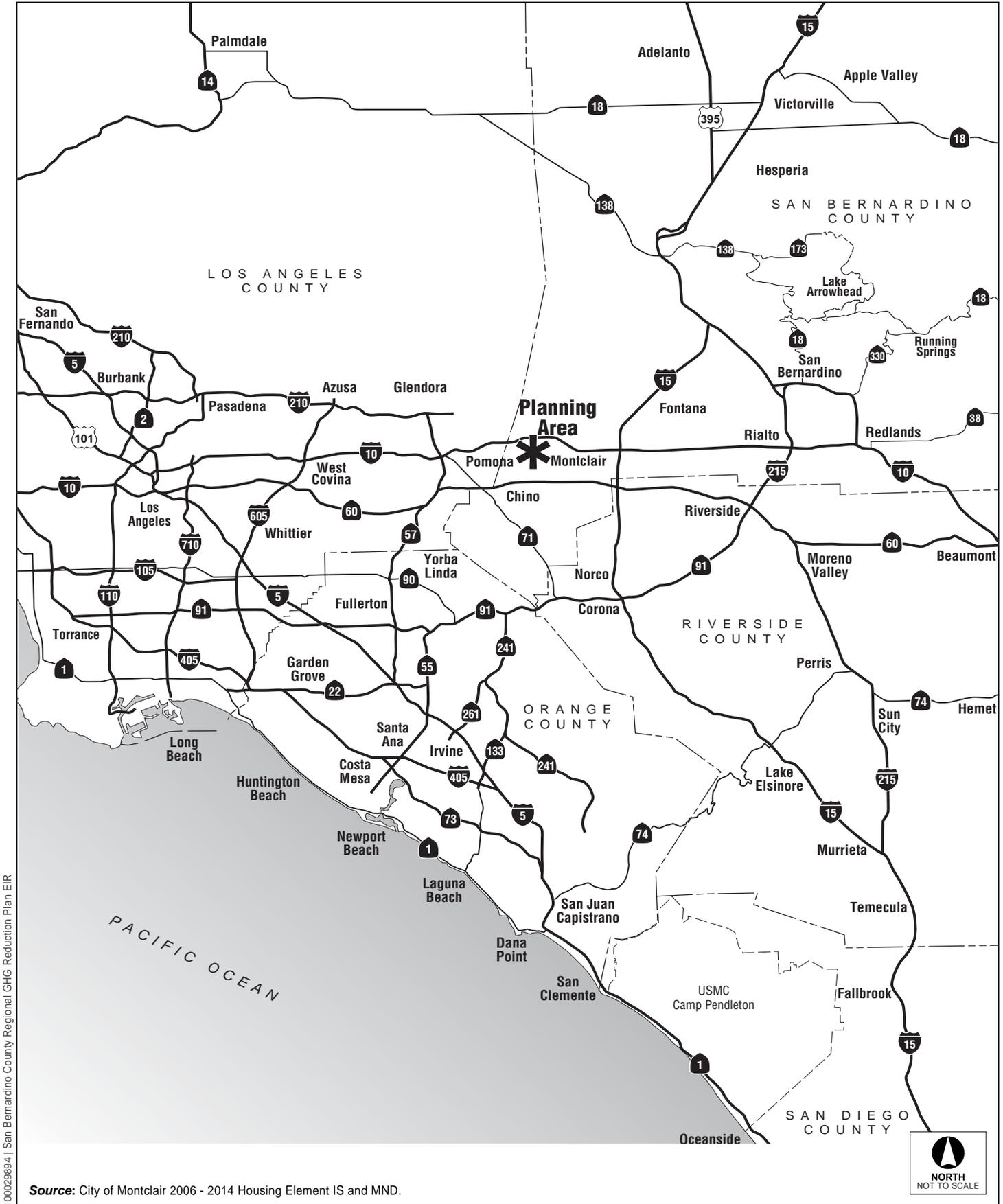
Montclair was incorporated in 1956. The City has a combination of land uses, with much of the city designated for low density residential but with commercial and industrial areas concentrated in the areas north of I-10 and along the UPRR corridor. Montclair has easy access to numerous major Southern California transportation arteries. Montclair Plaza, one of the first major shopping centers in the region, opened in 1968. The Montclair Transcenter, a multi-modal transportation hub along Metrolink’s San Bernardino Line, has parking accommodations for 1,600 vehicles. The Transcenter will also serve as a future stop on the Metro Gold Line light rail extension.

Montclair’s population in 2010 was 36,664 (35,987 in 2008) and is expected to increase to 39,667 by 2020, an increase of 10 percent over 2008. The City expects a 3 percent increase in employment by 2020, one of the lower job growth rates in the region.

Table 4.11-1 (Socioeconomic Data for Montclair) presents socioeconomic data for Montclair, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

<b>Table 4.11-1 Socioeconomic Data for Montclair</b>		
<i>Category</i>	<b>2008</b>	<b>2020</b>
Population	35,987	39,667
Housing (du)	9,346	10,446
Single-Family (du)	5,366	6,014
Multifamily (du)	3,980	4,432
Employment (jobs)	16,527	17,049
Agricultural (jobs)	37	54
Industrial (jobs)	2,799	3,034
Retail Commercial (jobs)	6,028	5,971
Nonretail Commercial (jobs)	7,663	7,991

du = dwelling unit



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Source: City of Montclair 2006 - 2014 Housing Element IS and MND.

Figure 4.11-1  
Location Map

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Montclair from implementation of the Regional Reduction Plan. The first document is the Montclair General Plan, which is the planning document for the City and includes the required General Plan elements and General Plan goals and policies. Within the General Plan are policies that are used in the environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts, as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Montclair chapter that describes the reduction measures and reduction targets chosen by the City of Montclair. This document is the proposed project as it pertains to the City of Montclair.

## ■ Montclair General Plan

The Montclair General Plan consists of seven required and three optional elements: Land Use, Circulation, Housing, Community Design, Public Safety, Noise, Public Utilities and Facilities, Air Quality, Conservation, and Open Space. The current General Plan, which was adopted in 1999, is intended to provide direction for future development of the City and its SOI. It represents a formal expression of community goals and desires, provides guidelines for decision-making about the City's development. The Housing Element of the City's General Plan for the 2006–2014 cycle was adopted in September 2011.

The Montclair General Plan policies that are relevant to the Regional Reduction Plan implementation are listed in Table 4.11-2 (Montclair General Plan Policies).

<b>Table 4.11-2 Montclair General Plan Policies</b>	
<b>Policy No.</b>	<b>Policies</b>
<b>LAND USE ELEMENT</b>	
LU-1.1.2	Prepare and implement Specific Plans for large and unique areas of the community to promote the efficient utilization and consolidation of land.
LU-1.1.3	Coordinate all planning and development programs in the sphere of influence with adjoining cities and county agencies.
LU-1.1.4	Participate in and support the regional activities of the Southern California Associated Governments, the San Bernardino Associated Governments, City/County Planning Commissioners Conference, and other such agencies.
LU-1.1.10	Integrate business park-type uses to provide support to other land uses, where practical and feasible, and to provide a better balance of uses.
LU-1.1.21	Plan and design future residential areas which will provide for a variety of housing types.
LU-1.1.22	Maximize the use of remaining residential parcels in the City in accordance with the Land Use Plan.
<b>CIRCULATION ELEMENT</b>	
CE-1.1.1	Ensure the construction of a variety of street types, each designated to serve a specific circulation function and to thus provide for adequate service to the community. These routes include freeways (including on- and off-ramps), divided arterial, arterial, major, secondary, enhanced collector, industrial collector, collector and local streets.
CE-1.1.2	Protect street traffic capacities by controlling access points from adjoining land and by restricting on-street parking when and where necessary.
CE-1.1.3	Discourage commercial, industrial, and through traffic from traveling on local residential streets.

**Table 4.11-2 Montclair General Plan Policies**

<b>Policy No.</b>	<b>Policies</b>
CE-1.1.5	Promote the beautification of streets by promoting and maintaining a tree 40 planting, tree replacement, tree maintenance and landscaping program on all streets, with special emphasis on the entrance to the city, to screen from view service road areas, and along major/minor roadway corridors and median dividers.
CE-1.1.6	Keep traffic on all streets in balance with the capacity of the circulation system by regulating the intensity and density of land use in conformity with Level of Service "D" or better performance during typical weekday peak hours.
CE-1.1.7	Coordinate the local circulation system with adjacent communities, the county and the state.
CE-1.1.8	Continue promotion of the construction of sidewalks in residential areas to provide safe pedestrian circulation.
CE-1.1.9	Ensure, where possible, the development and maintenance of adequate, efficient, safe and attractive pedestrian walkways between major pedestrian generators.
CE-1.1.10	Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair Transcenter and potential Metrolink station on the Riverside Line.
CE-1.1.11	Establish and review improvement priorities for dealing with problem intersections and traffic-impacted circulation.
CE-1.1.12	Establish and review priorities for grade separations at roadway and railroad crossings. Sources of funding should be explored for these improvements.
CE-1.1.14	Develop a more detailed bicycle route plan. Develop a zoning standard to require bicycle racks at public facilities as well as at commercial centers. Where a bicycle route is proposed along a roadway, consider striping for safety purposes, where possible.
CE-1.1.15	Encourage the development of a recreational and commuter bicycle trail along San Antonio Wash.
CE-1.1.16	Develop a program for improved freeway service that includes ramp improvements at Monte Vista Avenue.

**HOUSING ELEMENT**

3.3	Energy Conservation: The City will encourage residents to participate in energy conservation incentive programs through local utility companies by providing information on available programs at City Hall and the City's website. To further promote efficient use of energy resources, the City shall investigate the feasibility and effectiveness of offering additional incentives or developing other conservation strategies.
4.4	Encourage and Facilitate Lot Consolidation: The City will encourage and facilitate the consolidation of vacant and underutilized lots for residential development through a variety of incentives, including, but not limited to: financial incentives such as land write-downs, assistance with on- and off-site infrastructure costs, and other pre-development costs associated with the assemblage of multiple parcels; technical assistance to property owners and developers in support of lot consolidation, including identifying opportunities for potential consolidation and providing available funding and offering development incentives such as reduction in setbacks, parking requirements, and other standards. Consolidation will provide the opportunity to develop vacant and underutilized lots to their fullest potential. The City will evaluate the appropriateness of a variety of incentives and provide this information to the developers and other interested parties through the City's website and print material at City Hall.

**PUBLIC FACILITIES AND UTILITIES ELEMENT**

There are no Public Facilities and Utilities Element policies that are directly applicable to implementing the Regional Reduction Plan local reduction measures in Montclair)

**COMMUNITY DESIGN ELEMENT**

CD-1.1.1	Continue the establishment of an individual and distinctive identity by encouraging the highest quality design in architecture, landscape architecture, sign graphics, and in the design of street furniture and fixtures.
CD-1.1.6	Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.
CD-1.1.7	Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.

**Table 4.11-2 Montclair General Plan Policies**

<b>Policy No.</b>	<b>Policies</b>
CD-1.1.14	Grading or earth moving operations should be done with a minimum of disturbance to the natural ground and result in natural or sculpture forms. Quarries and other excavations should be restored to an attractive appearance.
CD-1.1.15	Existing specimens and stands of trees and other plant materials of outstanding scenic value should be protected.
CD-1.1.16	Older mature trees provide a sense of age and permanence. Every effort should be made to retain these trees, even in new development and in instances where the tree can be saved in the event of a disorder. As a policy, the City should adopt and maintain a Master Plan of Street Trees that includes a minimum maintenance and replacement program
CD-1.1.17	Site planning, architectural and landscape architectural design should result in an attractive appearance and a harmonious relationship among the various elements of the development to blend with the image of the community.
CD-1.1.19	All efforts should be made to identify, protect and enhance all historical and archaeological points of interest.

**NOISE ELEMENT**

NE-1.1.1	Require an acoustical analysis study in conjunction with residential developments and sensitive receptors located within the 65 dBA noise contour (tentative tract maps, site plans and building permits) in order to determine precise noise barrier heights, locations and building structure noise mitigation (i.e., upgraded windows, mechanical ventilation).
NE-1.1.2	For all areas within the year 2020 65 dBA CNEL roadway contours, future residential lots and dwellings shall be sound attenuated against present and projected noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 dBA CNEL in outdoor living areas and an interior standard of 45 dBA CNEL in all habitable rooms. An acoustical study shall be prepared under the supervision of a person experienced in the field of acoustical engineering.
NE-1.1.3	Prior to the recordation of a final tract/parcel map or prior to the issuance of grading permits, at the sole discretion of the City, an acoustical analysis report shall be submitted to the City for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards shall be included in the report.
NE-1.1.4	Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
NE-1.1.5	Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with California Administration Code Title 25 regulations may be required by the City, to verify compliance with Sound Transmission Class (STC) and Impact Insulation Class (IIC) design standards.
NE-1.1.6	Noise mitigation measures shall be developed from a list of City approved measures. The approved noise mitigation measures include: site design, such as set backs from the roadways, grade separations and exterior living area orientations, noise barriers, mechanical ventilation (i.e., air conditioning) and upgraded windows. Additional measures shall be approved at the discretion of the City of Montclair.
NE-1.1.7	Review land use patterns in the community noise environment, and amend the Land Use map as appropriate to assure reasonable land use/noise compatibility.
NE-1.1.9	All sources of temporary noise shall comply with the City of Montclair Noise Ordinance.
NE-1.1.10	The City shall pursue the construction of sound attenuation walls within the 60 dba of the Noise Contour Map when a source of funding can be secured along the planned Alameda Corridor.
NE-1.2.5	All construction vehicles and equipment, fixed or mobile operated, shall be equipped with properly operating and maintained mufflers.
NE-1.2.6	Stock piling and/or vehicle staging areas shall be located as far as practical from residential homes.
NE-1.2.7	The noisiest operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.
NE-1.2.8	Construction which can impact noise sensitive receptors shall be limited to the hours of 7:00 AM to 8:00 PM. on any given day and provided that the building official determines that the public health and safety will not be impaired.

<b>Table 4.11-2 Montclair General Plan Policies</b>	
<b>Policy No.</b>	<b>Policies</b>
NE-1.2.9	Noise impacts from the construction operations shall be reduced during the evening by eliminating back up bells and replacing them with backup strobe lights or other warning devices.
<b>SAFETY ELEMENT</b>	
SE-1.1.3	Request geologic studies for proposed development for human occupancy, emphasizing all critical facilities and structures of high or involuntary occupancy, within areas needing special management.
SE-1.1.4	Stress compatibility between structural design and local geologic hazards.
SE-1.1.11	Require all new developments to comply with State of California seismic safety standards.
SE-2.1.1	Protect adjacent upstream and downstream, public and private, landowners from direct and substantial increases in flood damages.
SE-2.1.2	Prohibit the occupancy or encroachment of any structure, improvement or development that would obstruct the flow of water in a designated flood way on the flood plain.
SE-5.1.1	Maintain a local permit requirement for the regulation of transportation and storage of hazardous materials.
<b>AIR QUALITY ELEMENT</b>	
AQ-1.1.1	Participate on Planning Directors Committee of San Bernardino County to provide coordinated review and response to project proposals affecting air quality within the San Bernardino County portion of the South Coast Air Quality Management District.
AQ-1.1.2	Encourage regional financing of AQMP control measures by influencing San Bernardino Associated Governments, the South Coast Air Quality Management District, and other agencies to provide economic assistance for implementation of the measures.
AQ-1.1.3	Cooperate in establishing a process to integrate air quality programs, implementation, monitoring, and reporting which will affect air quality improvements in San Bernardino County.
AQ-1.1.4	Participate with San Bernardino Associated Governments to implement the Congestion Management Plan (CMP).
AQ-1.1.5	Work with Omnitrans/Metro/ Foothill Transit to improve transit within Montclair and San Bernardino County.
AQ-1.1.6	Cooperate actively with Los Angeles, Orange, and Riverside Counties to comprehensively improve air quality at the emission source.
AQ-1.2.1	Prepare public participation programs which target City residents, businesses, and industries for the purpose of educating them about how they can reduce air pollution.
AQ-1.2.2	Work with the Chamber of Commerce to educate and incorporate AQMP programs and Montclair Air Quality Element actions into local business activities.
AQ-1.3.1	Support Tier III implementation of the AQMP by supporting new technology which is not available today but will improve air quality in the future.
AQ-1.3.2	Support new approaches to improving air quality through encouraging business/research companies to utilize financing mechanisms provided by federal, State, and local sources.
AQ-1.3.3	Support agencies/ organizations who provide creative solutions to improve air quality, such as automobile buy-back programs and consumer product emissions fees.
AQ-1.3.4	Cooperate with local and regional agencies by preparing a memorandum of understanding for obtaining the minimum pollutant emissions while maintaining the City's economic viability.
AQ-2.1.1	Encourage and facilitate mixed use and self-sufficient development which are pedestrian- and transit-oriented. The areas north of the Montclair Plaza and within the Montclair Transcenter have been identified by the "North Montclair Specific Plan" as viable sites for such developments.
AQ-2.1.1	Encourage trip reduction through programs such as compressed work weeks, flex schedules, carpooling, and telecommunication.

<b>Table 4.11-2 Montclair General Plan Policies</b>	
<b>Policy No.</b>	<b>Policies</b>
AQ-2.3.1	Provide on-going participation in the CMP process within San Bernardino County.
AQ-2.3.2	Require interconnected signal control systems for all primary arterials including those which cross interjurisdictional boundaries (ACMP Control Measure No. 4.)
AQ-2.4.1	Lobby regional transportation agencies to expand regional transit systems between residential areas and employment centers in San Bernardino County.
AQ-2.4.2	Develop a City shuttle between regional land uses, park-n-ride facilities, and neighborhoods, in conjunction with Omnitrans existing service.
AQ-2.4.3	Provide bicycle and pedestrian pathways and facilities to encourage nonmotorized trips.
AQ-2.5.1	Provide incentives for ridesharing and non-single occupancy vehicles for those vehicles who use public parking lots.
AQ-2.5.2	Adopt an ordinance establishing a cap on the number of parking spaces permitted per square foot for particular uses.
AQ-2.5.3	Adopt an ordinance which requires employers/developers to provide preferential parking for rideshares.
AQ-2.6.1	Purchase vehicles which use clean fuels for use as part of the City fleet.
AQ-3.1.1	Prepare and annually update a Capital Improvement Plan (CIP) to include state mandated air quality requirements.
AQ-3.1.3	Participate in the preparation of a Memorandum of Understanding between participating jurisdictions in the Regional Air Quality Element as to mutually acceptable approaches to improve and maintain the jobs/housing balance in the West Valley area.
<b>OPEN SPACE ELEMENT</b>	
	(There are no Open Space Element policies that are directly applicable to implementing the Regional Reduction Plan local reduction measures in Montclair)
<b>CONSERVATION ELEMENT</b>	
CO-1.1.1	Protect areas capable of replenishing groundwater supplies.
CO-1.1.2	Encourage and promote programs to conserve water and minimize consumption.
CO-1.1.3	Promote the implementation of regional programs directed toward reclaiming waste waters for subsequent reuse.
CO-1.1.4	Preserve the biologically significant habitats contained in the San Antonio Wash retention basins and elsewhere as desired.
CO-1.1.5	Promote the use of native plant materials for their water-conserving capabilities as well as to reestablish plant materials indigenous to the area.
CO-1.1.6	Promote the maintenance and recognition of the city's significant historic and prehistoric cultures.
CO-1.1.7	Require the investigation of historic and prehistoric resources to occur prior to issuance of building permits in an attempt to measure historic significance and advise appropriate mitigation for future planning activities.
CO-1.1.9	Maintain and expand recycling programs to result in continued diversion of materials to landfill, reuse of materials and conservation of natural resources.
CO-1.1.10	Improve efforts to maintain and preserve significant historic and architectural structures and points of interest.
SOURCE: City of Montclair, 1999 <i>Montclair General Plan</i> (April 1999); City of Montclair, <i>City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration</i> (August 16, 2011).	

## ■ The Montclair Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Montclair has selected a goal to reduce its community GHG emissions to a level that is 20 percent below its 2008 GHG emissions level by 2020. The City will meet and exceed this goal through a combination of state (~76 percent) and local (~24 percent) efforts. The City actually exceeds the goal with only state/county level actions (101 percent of goal), but has committed to several additional local measures. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Montclair's On-Road, Solid Waste, and Building Energy sectors in 2020. An additional reduction of 21,018 metric tons (MT) carbon dioxide equivalent (CO<sub>2</sub>e) will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); Implementation of the Sustainable Communities Strategy (Transportation-1); and Equipment Upgrades at Wastewater Treatment Plants (Wastewater-2). Montclair's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

Figure 4.11-2 (Emissions Reduction Profile for Montclair) shows Montclair's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 20 percent below its 2008 GHG emissions level by 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~76 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.11-3 (Emissions by Sector for Montclair) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or "Plan" scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

Table 4.11-3 (Emission Reduction by Sector for Montclair) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Montclair exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

Figure 4.11-4 (Emission Reductions by Control and by Sector for Montclair) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

Table 4.11-4 (GHG Reduction Measures and Estimated 2020 Reductions for Montclair) presents each reduction measure evaluated for Montclair. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Montclair.

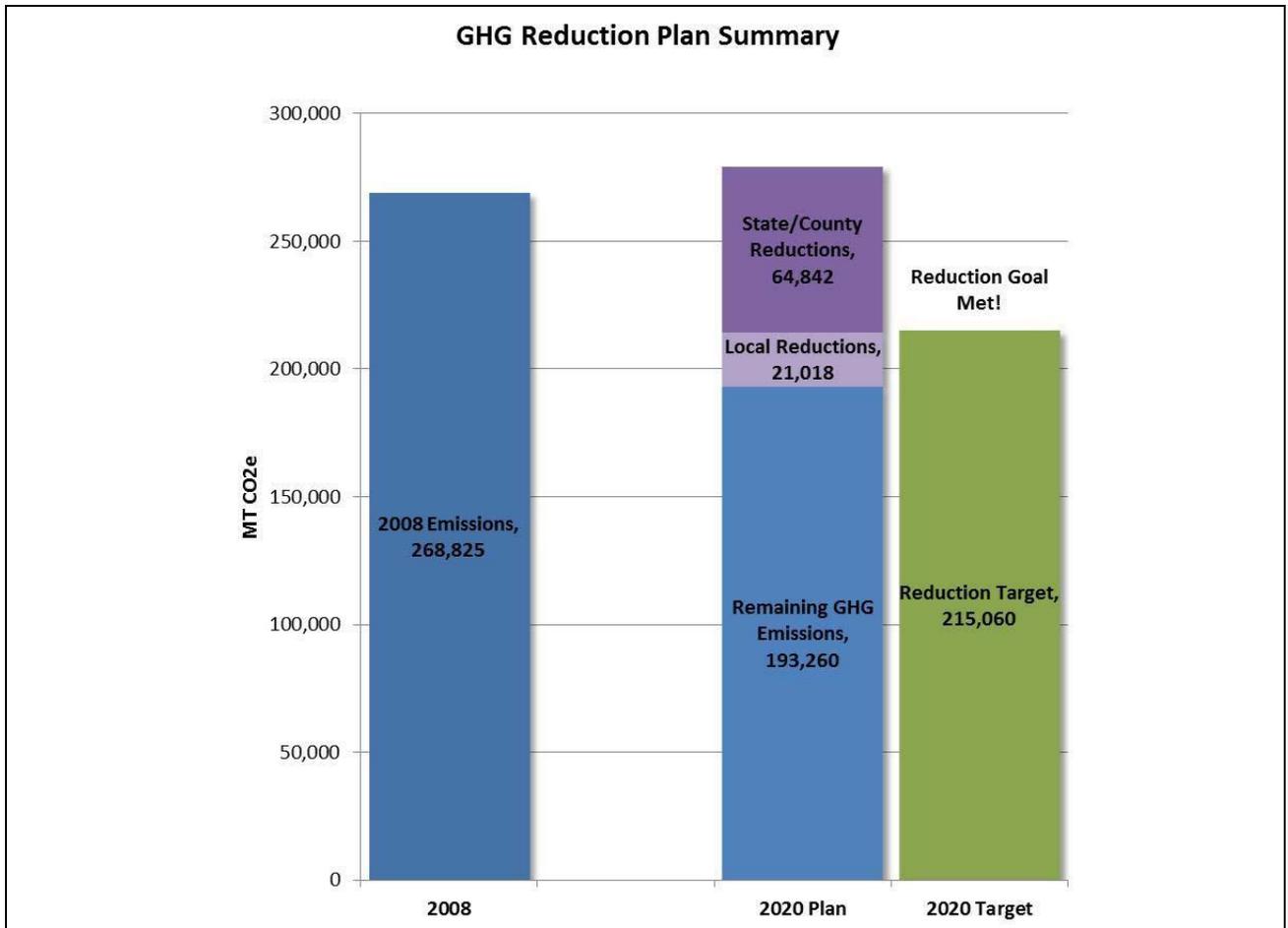


Figure 4.11-2 Emissions Reduction Profile for Montclair

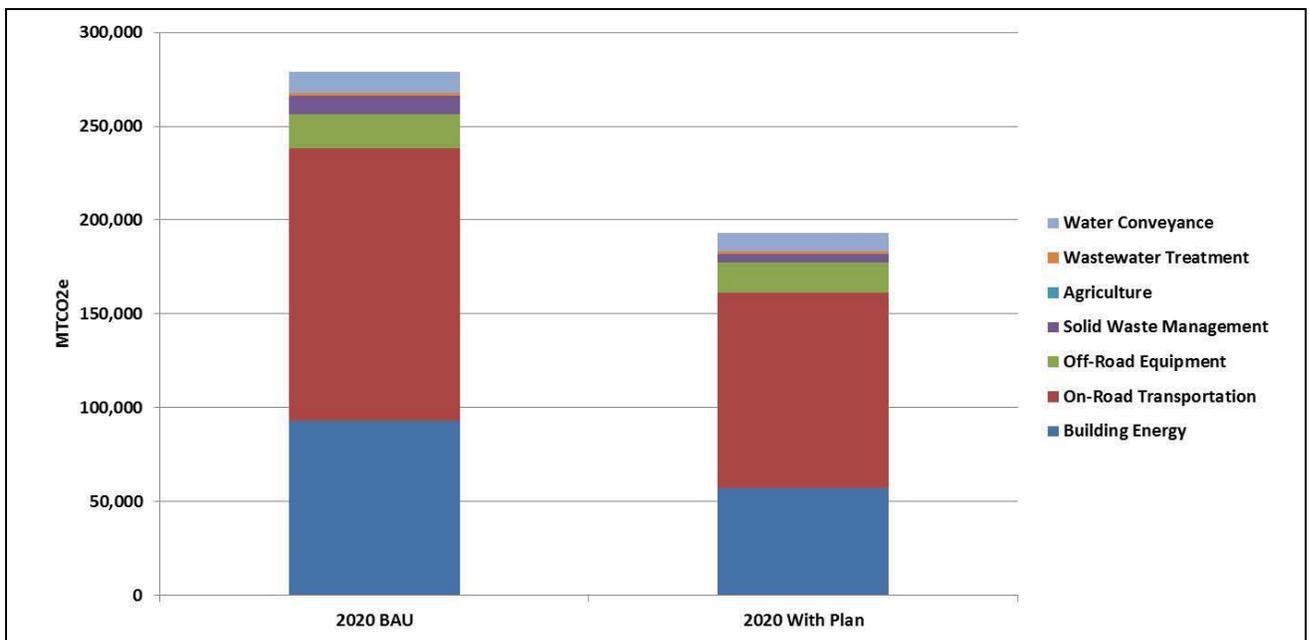


Figure 4.11-3 Emissions by Sector for Montclair

<b>Table 4.11-3 Emission Reduction by Sector for Montclair</b>					
<b>Sector</b>	<b>2008</b>	<b>2020 BAU</b>	<b>Reductions</b>	<b>2020 Emissions with Plan</b>	<b>% Reduction</b>
Building Energy	87,088	93,284	35,664	57,620	38.2%
On-Road Transportation	144,013	145,119	41,393	103,726	28.5%
Off-Road Equipment	16,474	17,917	1,782	16,135	9.9%
Solid Waste Management	10,108	9,873	5,096	4,777	51.6%
Agriculture	0	0	0	0	0.0%
Wastewater Treatment	1,455	1,614	121	1,494	7.5%
Water Conveyance	9,687	11,313	1,480	9,833	13.1%
GHG Performance Standard*	—	—	325	—	—
<b>Total Emissions</b>	<b>268,825</b>	<b>279,120</b>	<b>85,861</b>	<b>193,260</b>	<b>30.8%</b>
<b>Reduction Goal</b>	—	—	<b>64,061</b>	<b>215,060</b>	<b>23.0%</b>
Met Goal?	—	—	Yes	Yes	Yes
<b>Reductions Beyond Goal</b>	—	—	<b>21,800</b>	—	—
Per-Capita Emissions	7.5	7.0	—	4.9	—
Per-Job Emissions	16.3	16.4	—	11.3	—
Excluded Stationary Source Emissions	42,224	45,753	—	—	—

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012). Values may not sum due to rounding.

\*The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

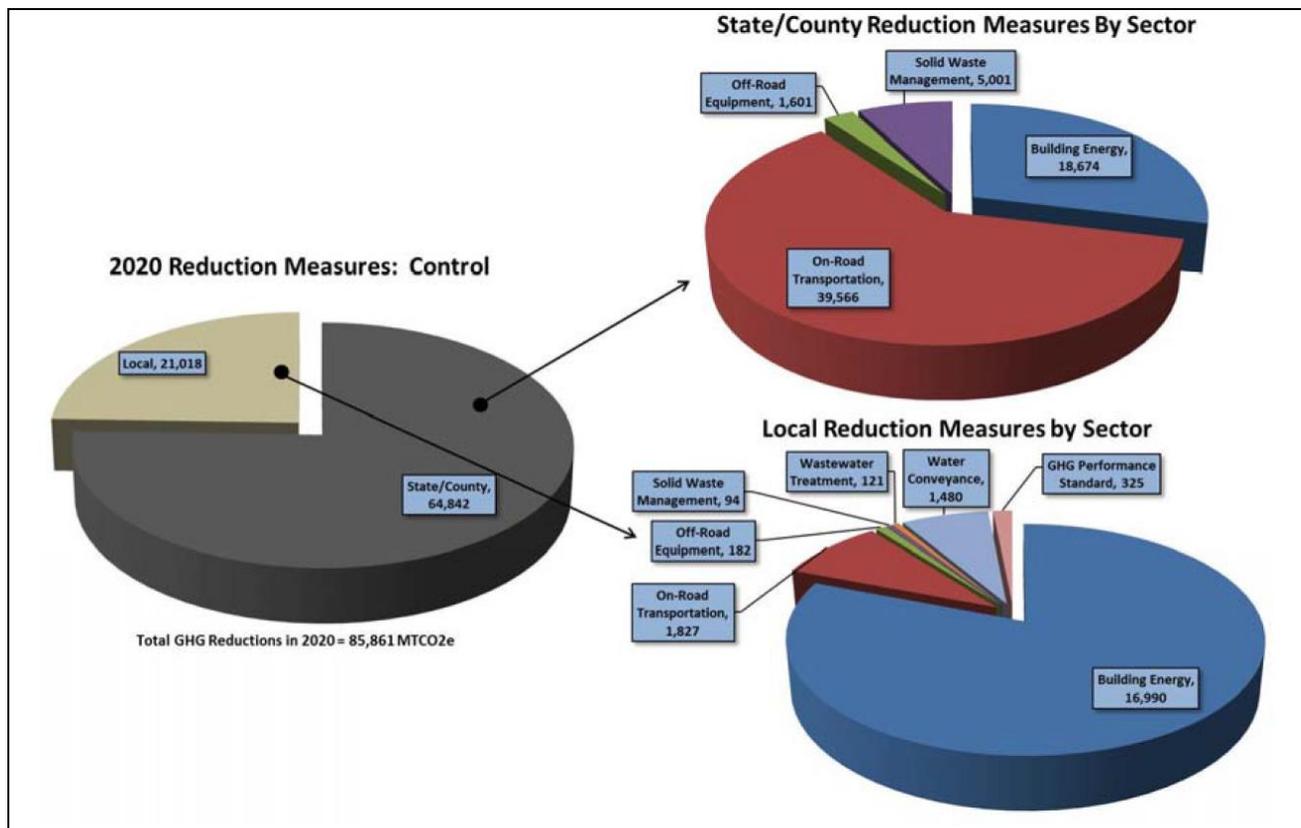


Figure 4.11-4 Emissions Reduction by Control and Sector for Montclair

<b>Table 4.11-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Montclair</b>		
<i>Reduction Measure Number</i>	<i>Description</i>	<i>Emissions Reductions</i>
<b>STATE AND COUNTY MEASURES</b>		
State-1	Renewable Portfolio Standard	13,251
State-2	Title 24	1,320
State-3	AB 1190	3,916
State-4	Solar Water Heating	87
State-5	Industrial Boiler Efficiency	100
State-6	Pavley and Low Carbon Fuel Standard	36,350
State-7	AB 32 Transportation Reduction Strategies	3,216
State-8	Low Carbon Fuel Standard-Off-road	1,601
State-9	AB 32 Methane Capture	0
County-1	County GHG Reduction Plan Landfill Controls	5,001
<b>LOCAL MEASURES</b>		
<b>Building Energy</b>		
Energy-2	Outdoor Lighting	547
Energy-3	Green Building Ordinance	353
Energy-4	Solar Installation for New Housing	187
<i>Wastewater-2 (BE)</i>	<i>Equipment Upgrades</i>	789
<i>Water-4 (BE)</i>	<i>Implement SBX 7-7</i>	15,113
<b>On-Road Transportation</b>		
Transportation-1	Sustainable Communities Strategy	1,391
Transportation-2	Smart Bus Technologies	436
<b>Off-Road Equipment</b>		
Off-Road-2	Idling Ordinance	182
<b>Solid Waste Management</b>		
Waste-2	Waste Diversion	94
<b>Wastewater Treatment</b>		
<i>Water-4 (WT)</i>	<i>Implement SBX 7-7</i>	121
<b>Water Conveyance</b>		
Water-3	Water Efficient Landscaping Practices	407
Water-4	Implement SBX 7-7	1,074
<i>Wastewater-3 (WC)</i>	<i>Recycled Water</i>	2,053

**Table 4.11-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions for Montclair**

<i>Reduction Measure Number</i>	<i>Description</i>	<i>Emissions Reductions</i>
<b>GHG Performance Standard for New Development</b>		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	325
<b>Total Reductions</b>		<b>85,861</b>

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

## ■ Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Montclair chapter describes the proposed project including the reduction measures and reduction targets chosen by the City of Montclair. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Montclair. No comment letters specific to the City of Montclair were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.11-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area. There are no significant impacts requiring mitigation measures.

Mitigation measures were identified to reduce the following potentially significant impact to less-than-significant levels:

### Air Quality (Diesel Particulate Matter Emissions Near Metrolink Stations)

***MM4.11.3-1*** *Transit-oriented development near the Metrolink Stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution, to acceptable levels.*

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
<b>Aesthetics</b>										
Scenic vistas	NI	NI	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI
Scenic highways	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Visual character or quality	NI	NI	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI
Light and glare	LS	NI	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	NI	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI
<b>Agriculture/Forestry Resources</b>										
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Air Quality</b>										
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Violation of air quality standard	NI	NI	NI	LS	NI	LS	NI	NI	NI	LS
Exposure of sensitive receptors	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI
Creation of objectionable odors	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	LS	LS	LS	NI	LS	LS	LS	NI	LS

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
<b>Biological Resources</b>										
Special-status species	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Protected wetlands	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Wildlife movement	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Cultural Resources</b>										
Substantial adverse change in significance of a historical resource	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Disturb any human remains	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Geology/Soils</b>										
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	LS/PR	LS/PR	NI	NI	NI	NI	NI	NI
Substantial soil erosion or loss of topsoil	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Located on expansive soil	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Greenhouse Gas Emissions/Global Climate Change</b>										
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
<b>Hazards/Hazardous Materials</b>										
Create significant hazard through the routine transport, use, or disposal of hazardous materials	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Hydrology/Water Quality</b>										
Violate any water quality standards or waste discharge requirements	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
Otherwise degrade water quality	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Land Use/Planning</b>										
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
<b>Mineral Resources</b>										
Loss of availability of a known mineral resource	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Noise</b>										
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Excessive groundborne vibration or groundborne noise levels	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Population/Housing</b>										
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Public Services</b>										
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Recreation</b>										
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of recreational facilities	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
<b>Transportation/Traffic</b>										
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	NI	LS	LS	NI	NI	NI	NI	LS
Conflict with an applicable congestion management program	NI	NI	NI	LS	LS	NI	NI	NI	NI	LS
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

**Table 4.11-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Montclair**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations

Environmental Impacts	Regional Reduction Plan Local Reduction Measure									
	Energy-2	Energy-3	Energy-4	Transportation-1	Transportation-2	Off-Road-2	Water-3	Water-4	Waste-2	PS-1
Increase hazards due to a design feature or incompatible uses	NI	NI	NI	LS/PR	LS	NI	NI	NI	NI	NI
Inadequate emergency access	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	NI	LS	LS	NI	NI	NI	NI	LS
Cumulative impacts	NI	NI	NI	LS/PR	LS	NI	NI	NI	NI	LS
<b>Utilities/Service Systems</b>										
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	LS/PR	NI	NI	LS	LS	NI	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	LS/PR	NI	NI	LS	LS	NI	NI
Inadequate wastewater treatment capacity	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI
Cumulative impacts	NI	NI	NI	LS/PR	NI	NI	LS	LS	LS	NI

## 4.11.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a), the 2006-2014 Housing Element (2011), and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### *Visual Character*

Montclair is a highly urbanized residential community with little vacant land. The City's visual character is predominantly the result of extensive commercial development that is highly visible from the Interstate 10 (I-10) freeway, which is elevated above existing grade between Mills Avenue on the west and Benson Avenue on the east. Residential development, consisting mostly of single-family homes, reminiscent of an earlier era when development rapidly occurred in the 1950s and 1960s, are typical of suburban development in Southern California, and are not aesthetically significant. Several large-scale, homogenous neighborhoods grew up around a few arterial corridors, forming gridded circulation patterns. Many of the major roadways within the community lack a distinct visual character that promotes a sense of identity for the City.

However, a great deal of effort has been made over the years by the policy makers and City staff to develop and maintain high design standards for all types of development in the city. The zoning code has been revised and the design review process has been strengthened. The Planning Commission actively participates in the review of all new development and sign design. Along with the innovative use of special development standards and design guidelines, by way of specific plan adoption in various parts of the City, a new pattern of coordinated, cohesive design themes are becoming commonplace in new shopping centers, office complexes, and residential development. For example, North Montclair Specific Plan and Holt Boulevard Specific Plan call for the use of various building setbacks in conjunction with provision of landscaping, public artworks and entry treatment. The North Montclair Downtown Specific Plan makes provisions for mixed uses in certain areas and pedestrian-oriented site layout are encouraged as alternatives to the typical linear or "L-shaped" design concept.

Because Montclair is highly urbanized, particularly where commercial development is present along I-10, there are numerous sources of light and glare from streetlights, freestanding lights, building-mounted lights, illuminated signage, reflective building materials, and vehicular headlights. Light emanating from surrounding cities also contributes to nighttime lighting.

## **Visual Resources**

Montclair is situated in the northwest part of the Chino Basin, which is surrounded by the San Gabriel Mountains to the north, Chino Hills and Santa Ana Mountains to the southwest, San Jose and Puente Hills to the west, and the Pedley Hills and Jurupa Mountains to the southeast. The General Plan identifies local mountain ridgelines as the community's key visual resources. However, no scenic vistas, view corridors, or scenic highways are identified within the City's corporate boundaries. The protection of views to Foothill Boulevard, part of historic Route 66 (located in Upland and unincorporated Los Angeles County, north of Montclair) and Mt. Baldy Road (in the mountains within the Angeles National Forest, also north of Montclair), is proposed (Foothill Extension Construction Authority 2013).

## **Scenic Roads and Highways**

No scenic roads and highways have been designated within the City of Montclair. The City of Ontario has designated Mission Boulevard through its city limits as a scenic highway. Although the City of Montclair has constructed significant improvements along Mission Boulevard within its corporate boundary and sphere of influence over the past decade resulting in median and parkway landscaping, street lighting, new sidewalks, traffic signals and a reconstructed roadway, the City is not expected to designate Mission Boulevard as a scenic corridor.

## **■ Regulatory Framework**

### **Federal**

There are no federal regulations that are applicable to aesthetics.

### **State**

#### **Scenic Highways**

The California State Legislature established the Scenic Highway Program, which is administered by the California Department of Transportation (Caltrans). The state scenic highway system is a list of highways, mainly state highways, which have been designated by Caltrans as scenic highways. There are no existing or proposed state scenic highways in the Montclair planning area.

#### **Outdoor Lighting Energy-Efficiency Standards**

California Code of Regulations (CCR) Title 24, Parts 1 and 6, Building Energy Efficiency Standards, establishes requirements for outdoor lighting for residential and nonresidential development. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone, which are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

#### **Solar Energy Systems**

Government Code Section 65850.5 provides statewide standards to promote development of solar energy by providing timely and cost-effective administrative review of these systems for installation within residential, agricultural, and business areas. The law prohibits local jurisdictions from adopting

ordinances that create unreasonable barriers to development of solar energy systems and specifically identifies design review for aesthetic purposes as an unreasonable barrier.

## **Regional**

### **San Bernardino County Ordinance**

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

## **Local**

### **City of Montclair Municipal Code**

Title 11 of the City's Municipal Code is the Zoning and Development Code (ZDC), which establishes specific allowable uses, development standards, and limitations. Development standards typically include requirements related to density, height, lot size, setbacks, and parking.

### **Montclair General Plan**

The Montclair General Plan policies that are applicable to aesthetics <sup>1</sup> are as follows:

#### Circulation Element

- Policy CE-1.1.5** Promote the beautification of streets by promoting and maintaining a tree planting, tree replacement, tree maintenance and landscaping program on all streets, with special emphasis on the entrance to the city, to screen from view service road areas, and along major/minor roadway corridors and median dividers.

#### Community Design Element

- Policy CD-1.1.6** Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.
- Policy CD-1.1.7** Continually review new opportunities for design concepts to be implemented through the zoning ordinance for buildings and landscaping in order to encourage quality development.
- Policy CD-1.1.15** Existing specimens and stands of trees and other plant materials of outstanding scenic value should be protected.

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<sup>1</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

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

**Policy CD-1.1.17** Site planning, architectural and landscape architectural design should result in an attractive appearance and a harmonious relationship among the various elements of the development to blend with the image of the community.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

### **Analytic Method**

Regional Reduction Plan reduction measures were reviewed to determine if they would include elements that, if implemented, would result changes in the viewshed that could be subjectively perceived as adverse or negative, or if implementation of the measures would be inconsistent with applicable General Plan goals or City standards pertaining to community design and visual quality.

### **Effects Not Found to Be Significant**

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

General Plan policies such as CD-1.1.17, any development design should result in an attractive appearance and a harmonious relationship among the various elements of the development to blend with the image of the community, provide protection of visual resources. Additionally, the City's Zoning and Development Code (ZDC) establishes development standards that could be utilized to protect scenic vistas from any potential impacts of implementing Energy-2, Energy-3, and Energy-4. Measures that would be implemented under On-Road-1, which encourages transit-oriented development, could include features to promote transit use (e.g., park-and-ride lots). Park-and-ride lots would be situated adjacent to established roadways, which would not alter a scenic vista. Pedestrian and bicycle network improvements would generally be within existing areas or where the City has determined future trail systems would be situated. Additionally, General Plan policy CD-1.1.6 requires administrative review to improve the

appearance of parking lots and other areas devoted to automobile use. Therefore, impacts would be *less than significant*. No mitigation is required.

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

The General Plan identifies local mountain ridgelines as the community's key visual resources. No scenic vistas, view corridors, or scenic highways are identified within the City's corporate boundaries. Development of transit-oriented development projects along major transit corridors, park-and-rides, and pedestrian/bicycle network enhancements (On-Road-1) and solar energy installations on new housing (Energy-4) would not be of a scale, height, or mass to adversely affect local mountain ridgelines. Impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
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Montclair is a highly urbanized residential community with little vacant land. The City's visual character is predominantly the result of extensive commercial development that is highly visible from the I-10 freeway.

The Regional Reduction Plan does not propose specific development. Rather, it encourages increased sustainability in existing and future development, furthering the goals of the General Plan. Implementation of measure On-Road-1 encourages transit-oriented development along transit corridors, which are already developed. Community Development Policies CD-1.1.6, CD-1.1.7, CD-1.1.15, CD-1.1.16, and CD-1.1.17 and Circulation Element Policy CE-1.1.5, in combination with the City's Zoning Development Code, would ensure that development, pedestrian connections, and landscaping in TOD projects are integrated into the landscape in an aesthetically pleasing manner. Park-and-ride lots and pedestrian/bicycle network improvements are another potential element of On-Road-1. The City has specific design standards for parking lots, including landscaping, which would minimize visual impacts. Pedestrian and bicycle network improvements would generally be within existing areas or where the City has determined future trail systems would be situated. Pedestrian and bicycle trails would be within or contiguous with roadways and would not be readily visible. Trails developed in open space areas would be at-grade and of limited footprint, which would not degrade visual quality. Roof-mounted solar energy systems that could be installed on new homes under Energy-4 are generally constructed of dark materials and would not introduce a new feature of a height or scale that would detract from the surrounding visual environment.

Therefore, implementation of the Regional Reduction Plan in Montclair would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?
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Montclair is highly urbanized, particularly where commercial development is present along I-10, and the City has numerous sources of light and glare from streetlights, freestanding lights, building-mounted

lights, illuminated signage, reflective building materials, and vehicular headlights. Transit-oriented development that could be implemented with On-Road-1 would occur along established transit corridors, which are already illuminated. As such, the Regional Reduction Plan would not result in a substantial contribution to nighttime lighting effects.

Measure Energy-2 encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard. It also would prohibit continuous all night outdoor lighting in parks, sport facilities, and construction sites (unless safety is compromised). In addition, it encourages implementation of CALGreen outdoor lighting standards to achieve energy efficiency. This could be considered a benefit of the proposed project because it could help reduce sources of nighttime lighting that contribute to sky glow.

Implementation of the Regional Reduction Plan could result in energy-efficient or energy-generating rooftop structures such as photovoltaic arrays on new homes. Rooftop solar panels, to be effective, must be oriented to maximize solar radiation absorption. Solar panels are designed to maximize sunlight absorption and are generally constructed of dark, light-absorbing materials and are composed of a minimum of reflective surfaces. Therefore, it is not anticipated that solar arrays would result in an increased amount of glare even if they were oriented in such a way as to face sensitive receptors or motorists.

Therefore, implementation of the Regional Reduction Plan measures would not create new sources of light or glare that would adversely affect daytime or nighttime views. The impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Future development in Montclair would result in changes in the viewshed and visual quality of the City. Potential impacts would be addressed through a variety of policies and programs that either directly regulate development or mandate the development of zoning and other regulating codes and ordinances that assure setbacks, detailed staff review and analysis, and discretionary approval of building heights, design and other development parameters. Implementation of the Regional Reduction Plan in Montclair would not result in any development that would contribute substantially to these potential impacts. Measures that could be implemented under the Regional Reduction Plan would, like other aspects of future development, be subject to design review and permitting. Installation of energy-saving features in new development would be on new structures, and City ZDC identifies specific design requirements for a new development, which would reduce potential aesthetic impacts. On-Road-1 measures (e.g., TOD, park-and-rides, bicycle/pedestrian network improvements) would not result in a substantial change in the viewshed. The developed portions of Montclair contain numerous sources of light and glare. Implementation of the regional measures in Montclair would not contribute to glare impacts, and, with implementation of Energy-2 (outdoor lighting standards), for example, could help reduce the effects of nighttime lighting on skyglow. Therefore, the Regional Reduction Plan's contribution would not be cumulatively considerable. *Cumulative impacts would be less than significant.*

## ■ References

- Foothill Extension Construction Authority. 2013. *Metro Gold Line Foothill Extension-Azusa to Montclair Final Environmental Impact Report*, February
- Montclair, City of. 1999a. *1999 Montclair General Plan*, April.
- . 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.
- . 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.
- . n.d. *City of Montclair Municipal Code*.
- San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.11.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under “Regulatory Framework,” “State.” The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state’s leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county’s board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad,

and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land**—This land is 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 or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

The City’s agricultural land involves a single parcel, which is occupied by seasonal crops (strawberries) and does not involve Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

## ■ Regulatory Framework

### **Federal**

There are no federal regulations pertaining to agricultural resources.

### **State**

#### **Williamson Act**

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state’s land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

### **Regional**

#### **County of San Bernardino Development Code**

The County of San Bernardino Development Code includes Agricultural Land Use Zoning Districts that provide sites for commercial agricultural operations, agricultural support services, rural residential uses and similar and compatible uses. Open space and recreation uses may occur on nonfarmed lands within these Agriculture (AG) land use zoning district. In addition, the Development Code also includes Additional Agriculture (AA) Overlays, which are intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where

agricultural uses exist compatibly with a variety of rural residential lifestyles. Agricultural Preserve (AP) Overlays were also established for properties that may be subject to a Land Conservation Contract executed between the landowner and the Board.

## **Local**

There are no local regulations pertaining to agricultural/forestry resources.

## ■ **Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- 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))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

### **Analytic Method**

The following analysis reviews potential impacts to agricultural/forestry resources within the City of Montclair.

### Effects Not Found to Be Significant

Threshold	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?
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Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Montclair, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or convert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing agricultural use to nonagricultural use, and does not include designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be *no impact*.

Threshold	Would the project conflict with existing zoning for agricultural use or with a Williamson Act contract?
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There are no Williamson Act contracts within the City and implementation of the Regional Reduction Plan does not include conversion of agricultural land. Therefore, there would be *no impact*.

Threshold	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
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The City of Montclair is urbanized and does not contain areas classified as timberland, zoned as timberland, or considered forested with timber. There would be *no impact*.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?
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The City of Montclair is urbanized and does not contain forest land. There would be *no impact*.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?
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For the reasons described above, no other changes are anticipated that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be *no impact*.

## ■ Cumulative Impacts

Implementation of the Regional Reduction Plan in Montclair would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be *no cumulative impact*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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### 4.11.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (2012 AQMP), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), SCAQMD air monitoring data, Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

#### ■ Environmental Setting

The portion of the proposed project under jurisdiction of the City of Montclair is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The average low is reported at 38°F in January and the average high is 91°F in July. All areas in the Basin have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the Basin, with minimum temperatures in the 30s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 17 inches per year in the project area.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin generally ranges from fair to poor and is similar to air

quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area.

## **Air Pollutants of Concern**

### **Criteria Air Pollutants**

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.11.7 [Greenhouse Gas Emissions]).

**Carbon monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

**Volatile organic compounds (VOC)** are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).

**Nitrogen oxides (NO<sub>x</sub>)** serve as integral participants in the process of photochemical smog production. The two major forms of NO<sub>x</sub> are nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO<sub>2</sub> is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO<sub>x</sub> acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO<sub>2</sub> is a by-product of fuel combustion. The principal form of NO<sub>2</sub> produced by combustion is NO, but NO reacts with oxygen to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO<sub>2</sub> is only potentially irritating. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO<sub>2</sub> absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone (SCAQMD 2005).

**Sulfur dioxide (SO<sub>2</sub>)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO<sub>2</sub>. At sufficiently high concentrations, SO<sub>2</sub> may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO<sub>2</sub> may do greater harm by injuring lung tissue. A primary source of SO<sub>2</sub> emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO<sub>2</sub> (SCAQMD 2005).

**Particulate matter (PM)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable coarse particles, or PM<sub>10</sub>, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM<sub>2.5</sub>, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM<sub>10</sub> and PM<sub>2.5</sub> may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

**Ozone (O<sub>3</sub>)**, or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO<sub>x</sub> (both by-products of the internal combustion engine) react with sunlight. O<sub>3</sub> is present in relatively high concentrations in the South Coast Air Basin (SCAB), and the damaging effects of photochemical smog are generally related to the concentrations of O<sub>3</sub>. O<sub>3</sub> poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O<sub>3</sub> has been tied to crop damage, typically in the form of stunted growth and premature death. O<sub>3</sub> can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

### Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs

and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States code Section 7412(b)) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. California ARB has, to date, established formal control measures for eleven TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to

ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

### **Existing Ambient Air Quality**

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Montclair are best documented by measurements made by the SCAQMD. The City is in the northern portion of Source Receptor Area (SRA) 33 (San Bernardino Valley [Southwest San Bernardino Valley]). The SCAQMD air quality monitoring station in the SRA 33 that is closest to the City is the Ontario Monitoring Station. However, this station only monitors PM<sub>10</sub> and PM<sub>2.5</sub>. Consequently, data was supplemented from the Upland Monitoring Station for, NO<sub>2</sub>, O<sub>3</sub> and CO, and the Fontana-Arrow Highway Monitoring Station for SO<sub>2</sub>. Data from these stations are summarized in Table 4.11.3-1 (Ambient Air Quality Monitoring in the City of Montclair). The data show recurring violations of both the state and federal O<sub>3</sub> standards. The data also indicate that the area regularly exceeds the state PM<sub>10</sub> and federal PM<sub>2.5</sub> standards. The CO, SO<sub>2</sub>, and NO<sub>2</sub> standards have not been violated in the last 5 years at the stations.

## **■ Regulatory Framework**

### **Federal**

#### **U.S. Environmental Protection Agency and the Federal Clean Air Act**

The federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS), with states retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

**Table 4.11.3-1 Ambient Air Quality Monitoring in the City of Montclair**

Pollutant/Standard	Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year				
	2007	2008	2009	2010	2011
<b>Ozone (O<sub>3</sub>)<sup>a</sup></b>					
State 1-Hour ≥ 0.09 ppm	32	51	51	31	36
State 8-Hour ≥ 0.07 ppm	55	65	70	54	45
Federal 8-Hour ≥ 0.075 ppm <sup>b</sup>	35	50	48	39	36
Maximum 1-Hour Average Concentration (ppm)	0.145	0.155	0.146	0.131	0.145
Maximum 8-Hour Average Concentration (ppm)	0.115	0.122	0.121	0.097	0.122
<b>Carbon Monoxide (CO)<sup>a</sup></b>					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.65	1.59	1.46	1.80	1.27
<b>Nitrogen Dioxide (NO<sub>2</sub>)<sup>a</sup></b>					
State 1-Hour ≥ 0.18 ppm <sup>d</sup>	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.095	0.094	0.096	0.079	0.069
<b>Sulfur Dioxide (SO<sub>2</sub>)<sup>c</sup></b>					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.004	0.003	0.002	0.002	0.003
<b>Suspended Particulates (PM<sub>10</sub>)<sup>e</sup></b>					
State 24-Hour > 50 µg/m <sup>3</sup>	14	15	13	3	3
Federal-24 Hour > 150 µg/m <sup>3</sup>	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m <sup>3</sup> )	149	90	70	87	70
<b>Fine Particulates (PM<sub>2.5</sub>)<sup>e</sup></b>					
Federal-24 Hour ≥ 35 µg/m <sup>3f</sup>	6	6	3	1	2
Maximum 24-Hour Average Concentration (µg/m <sup>3</sup> )	72.8	54.2	46.4	46.1	52.9

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained February 2013).

ppm = parts per million; µg/m<sup>3</sup> = micrograms per meter cubed

- a. Data obtained from the Upland Monitoring Station.
- b. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.
- c. Data obtained from the Fontana-Arrow Highway Monitoring Station.
- d. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.
- e. Data obtained from the Ontario Monitoring Station.
- f. USEPA recently updated the 24-hour PM<sub>2.5</sub> standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>.

## State

### California Air Resources Board

The California ARB, a part of Cal/EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, ARB conducts

research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures and provides oversight of local programs. ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California’s SIP and works closely with the federal government and the local air districts.

Table 4.11.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>Federal Primary Standard</i>	<i>Major Sources</i>
Ozone (O <sub>3</sub> ) <sup>a</sup>	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>b</sup>	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Fine Particulates (PM <sub>2.5</sub> ) <sup>c</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Primarily from Internal combustion engines
	24 hours	—	35 µg/m <sup>3</sup>	
Lead (Pb)	Monthly	1.5 µg/m <sup>3</sup>	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> )	24 hours	25 µg/m <sup>3</sup>	—	Industrial processes

SOURCE: California ARB (2012).

ppm = parts per million; µg/m<sup>3</sup> = micrograms per meter cubed

a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm

b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm

c. USEPA recently updated the 24-hour PM<sub>2.5</sub> standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>

## Regional

### Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is

responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD.

### *Regional Comprehensive Plan*

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable

- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

### *SCAG Compass Growth Visioning*

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **South Coast Air Quality Management District**

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

### **Air Quality Management Plan**

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and PM<sub>2.5</sub> standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation

conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.11.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

<b>Table 4.11.3-3 Attainment Status of Basin</b>		
<i>Pollutant</i>	<i>State</i>	<i>Federal</i>
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment
Suspended Particulates (PM <sub>10</sub> )	Serious Nonattainment	Serious Nonattainment
Fine Particulates (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO <sub>4</sub> )	Unclassified	Unclassified
SOURCE: California ARB (2012).		

## Local

### Montclair General Plan

The Montclair General Plan policies that are applicable to air quality and air pollutant emissions<sup>2</sup> are as follows:

- CE-1.1.10** Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair Transcenter and potential Metrolink station on the Riverside Line.
- HE-1.1.27** Develop housing in a manner which will allow the maximum use of alternative energy sources (e.g., solar, wind, cogeneration).

<sup>2</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.11.3-4 (SCAQMD Thresholds of Significance).

<b>Table 4.11.3-4 SCAQMD Thresholds of Significance</b>		
<i>Pollutant</i>	<i>Construction Phase</i>	<i>Operational Phase</i>
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO <sub>2</sub> and NO <sub>x</sub> as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO <sub>x</sub> , both SO <sub>2</sub> and SO <sub>4</sub> )	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM <sub>10</sub> )	150 lb/day	150 lb/day
Fine Particulates (PM <sub>2.5</sub> )	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by ten in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by one

## Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in the Montclair General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

## Effects Not Found to Be Significant

Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?
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The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and PM<sub>2.5</sub> standards. The 2012 AQMP incorporates significant new control strategies, including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

The proposed project (Regional Reduction Plan) would implement measures within Montclair designed to increase energy efficiency and reduce VMT. While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction Transportation-1 (Sustainable Communities Strategy) and Transportation-2 (Smart Bus Technologies). Implementation of Transportation-1 would reduce regional VMT through land use planning and associated transportation patterns. Transportation-2 would lead to more fuel-efficient bus operations for Omnitrans and could potentially attract more transit riders who may switch modes from automobile use.

The Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality. Implementation of these measures through the Regional Reduction Plan would improve air quality by reducing vehicle-related air pollutant emissions through the reduction of VMT. In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial, and industrial land uses within the City, which will reduce criteria air pollution locally. The implementation of the Regional Reduction Plan will further the goals of the 2012 AQMP for the Basin. Therefore, this impact is ***less than significant***. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
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Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures or bicycle/pedestrian paths and transit infrastructure,

would result in temporary, short-term emissions of air pollutants. The primary source of NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions is the operation of construction equipment. The primary sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of renewable energy project, pedestrian and bicycle paths and transit infrastructure that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in both GHG and criteria air pollutant emissions.

While we may not be able to quantify short-term construction emissions, long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, water conservation measures, solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Montclair has chosen in implementing the reduction measures in the Regional Reduction Plan. Table 4.11.3-5 (City of Montclair Regional Emissions [lb/day]) compares the criteria pollutant emissions predicted in the Montclair General Plan with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

The proposed project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of the Montclair General Plan, but the net emissions from buildout of the Montclair General Plan are still over the SCAQMD Thresholds. This significant impact was addressed in the Montclair General Plan EIR. Impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Montclair. Therefore, the impact for the proposed project is ***less than significant***. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?
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Implementation of the Regional Reduction Plan will not create objectionable odors. None of reduction measures in the Regional Reduction Plan selected by the City of Montclair include components that typically generate odors. Therefore, this impact would be ***less than significant***. No mitigation is required.

**Table 4.11.3-5 City of Montclair Regional Emissions (lb/day)**

<i>Emission Sources</i>	VOC	NO <sub>x</sub>	CO	PM <sub>10</sub>
<b>Montclair General Plan</b>				
Transportation	1,037	395	9,160	100
Stationary Sources	1	69	12	2
Montclair General Plan Emissions Total	1,038	464	9,172	102
<b>Changes in Emissions with the Regional Reduction Plan</b>				
Transportation	-296	-113	-2,611	-29
Stationary Sources <sup>a</sup>	-22	-10	-199	-2
GHG Performance Standard <sup>b</sup>	-3	-1	-25	0
Changes to Emissions Totals	-321	-124	-2,835	-31
<b>Emission Comparison</b>				
Net General Plan Emissions with implementation of the Regional Reduction Plan	717	340	6,338	71
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	-31%	-27%	-31%	-30%
SCAQMD Threshold	55	55	550	150
Significance of the Montclair General Plan with Regional Reduction Plan Reductions	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	No
Significance of The Regional Reduction Plan	No	No	No	No

lbs/day = pounds per day

a. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

b. Consistent with the General Plan, non-transportation emission reductions from the Regional Reduction Plan are reported under the Stationary Sources category.

### Project Impacts and Mitigation Measures

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?
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**Impact 4.11.3-1**      **The proposed project would expose sensitive receptors to substantial pollutant concentrations. This would be a potentially significant impact. Implementation of mitigation measure MM4.11.3-1 would reduce this impact to *less than significant*.**

As shown in Table 4.11.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Montclair. However, there is the potential to increase concentrations of air pollution within areas near transit stations as a result of the reduction measure On-Road Transportation-1 (Sustainable Communities Strategy [SCS]) in the Regional Reduction Plan. This is particularly true with transit-oriented development because emission sources such as diesel-engines pulling the Metrolink commuter train can be in close proximity to sensitive receptors such as residential land uses. Transit oriented development within the SCS encourages the increase in transit trains, which increases the concentrations of air pollutants including diesel particulate matter (DPM) within the neighborhoods of transit-oriented development.

The California ARB’s Land Use and Air Quality: A Community Health Perspective (California ARB 2005) recommends setbacks of sensitive land uses such as residential from sources of DPM to reduce concentrations of air pollution within sensitive land uses down to background levels. The document recommends a setback of 500 feet from high traffic roadways and a setback of 1,000 feet from major service and maintenance rail yards. DPM emissions near transit stations are not as high as either of these uses. In particular, rail yards have much higher DPM concentrations than transit stations because of the idling “switch engines” working within the major service and maintenance rail yards. Therefore, a setback for residential and other sensitive land uses (day care, preschools, and elder care facilities) of at least 500 feet but no more than 1,000 feet from the rail line would sufficiently reduce concentrations of air pollutants down to background levels. In addition, to still be transit-oriented development, residential units within the transit-oriented development must be within 0.25 mile (1,320 feet) from the transit station.

To evaluate the California ARB recommended setbacks within the context of transit stations, dispersion modeling was conducted using the USEPA Screen3 dispersion model to predict the DPM emissions concentrations and associated health risks at 500 feet, 1,000 feet, and 1,320 feet from the locomotive engine pulling the Metrolink commuter train. Currently, 20 trains per day stop at the Montclair Metrolink Station with an average wait time of 3 minutes per stop. Table 4.11.3-6 (DPM Concentrations and Health Impacts) shows the results of the predicted concentration of DPM and associated health risks.

<b>Table 4.11.3-6 DPM Concentrations and Health Impacts</b>				
<i>Distance from Tracks</i>	<i>DPM Concentration (µg/m³)</i>	<i>Cancer Risk</i>	<i>Hazard Quotient</i>	<i>Significant?</i>
500 feet	0.00462	1.47	0.00092	No
1,000 feet	0.00237	0.75	0.00047	No
1,320 feet	0.00219	0.70	0.00044	No
<b>SCAQMD Thresholds</b>		<b>10</b>	<b>1</b>	

SOURCE: SCAQMD (2012).

Dispersion modeling predicts that sensitive land uses can be safely placed within transit-oriented development near the Metrolink Station if those sensitive land uses are at least 500 feet from the rail lines. It is hoped that the SCS and associated transit-oriented development will increase ridership of the Metrolink trains by two to three times the current run schedule, but that level of activity would only occur if ridership warrants it. Table 4.11.3-6 shows that activity levels on the rail line would have to increase seven fold before the SCAQMD recommended threshold is reached for cancer risk at a distance of 500 feet. Therefore, the 500-foot setback will reduce impacts associated with exposure to substantial concentrations of air pollutants. Note that this mitigation does not affect transit-oriented development built around the Omnitrans Smart Bus system or future light-rail systems because they are natural gas or electric engines. These types of transit do not cause high concentrations of air pollutants near the transit stations. Therefore, the following mitigation measure is needed to reduce this potential impact to less than significant:

**MM4.11.3-1** *Transit-oriented development near the Metrolink Stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution, to acceptable levels.*

Implementation of mitigation measure MM4.11.3-1 would reduce this impact to ***less than significant***.

## ■ Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
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As shown in Table 4.11.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Montclair. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Montclair General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the Montclair General Plan with implementation of the Regional Reduction Plan reductions is still a ***cumulatively considerable contribution*** to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of the Montclair General Plan was identified in the Montclair General Plan EIR.

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## **4.11.4 Biological Resources**

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### **■ Environmental Setting**

The majority of the City of Montclair is built out; limited vacant land exists within the study area. Currently, there are approximately 39 acres of vacant land interspersed throughout the City that would allow for residential development, mostly within the North Montclair Downtown Specific Plan.

Montclair has been completely urbanized and no known rare or endangered plant or wildlife species have been identified in the study area. Additionally, there are no riparian habitats, sensitive natural communities, wetlands or wildlife corridors present in the study area.

### **■ Regulatory Framework**

#### ***Federal***

#### **Endangered Species Act**

The federal Endangered Species Act of 1973 (FESA), as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. “Take” of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” FESA Section 7 requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. FESA Section 4(a) requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.”

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under FESA Section 7 through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

### **Migratory Bird Treaty Act**

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

### **Clean Water Act, Sections 401 and 402**

Federal Clean Water Act (CWA) Section 401(a)(1) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the U.S. Environmental Protection Agency (USEPA) under CWA Section 402. NPDES permits are issued by the applicable Regional Water Quality Control Board (RWQCB). The City of Montclair is within the jurisdiction of the Lahontan RWQCB (Region 6).

### **Clean Water Act, Section 404**

USACE regulates discharges of dredged or fill material into waters of the U.S. including wetlands and nonwetland bodies of water that meet specific criteria. Pursuant to CWA Section 404, a permit is required for any filling or dredging in waters of the U.S. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the RWQCB.

## **State**

### **California Endangered Species Act**

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). 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 FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Known and recorded occurrences of sensitive species are listed on the CDFW's California Natural Diversity Data Base (CNDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

### **California Fish and Game Code, Section 1600**

California Fish and Game Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

## **Regional**

### **West Mojave Plan**

The West Mojave Plan is a multiple species planning effort that encompasses 9.4 million acres in the Mojave Desert. The plan area extends from Olancho in Inyo County in the north to the San Gabriel and San Bernardino Mountains in the south, and from the Antelope Valley in the west to the Mojave National Preserve in the east. The plan focuses on the federally and State-listed desert tortoise and the State-listed Mohave ground squirrel, but also addresses 100 other special-status plant and wildlife species. Twenty-eight participating federal, state, and local agencies and jurisdictions have teamed in this planning effort. The purpose of the West Mojave Plan is to provide regional or area-wide protection of natural areas and to promote perpetuation of natural wildlife diversity while allowing compatible development and growth.

Preparation of the West Mojave Plan began in 1992 with a series of scoping meetings, which continued over a period of 10 years. The Biological Opinion to amend the BLM California Desert Conservation Area Plan was issued by the USFWS in January 2006. As of February 2013, the HCP for nonfederal lands is not yet complete; the covered species, boundaries of the conservation areas, survey requirements, funding requirements, and implementing conservation actions for each species require a more detailed description for the local governments to obtain Incidental Take Permits (ITPs) under the federal and

state Endangered Species Acts. Until the Implementation Agreement is signed, the West Mojave Plan will not be in effect on lands under the jurisdiction of the City.

### **Local**

There are no local regulations or policies designed to protect biological resources.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- 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
- 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
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- 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
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

### **Analytic Method**

There are no known rare or endangered plants or wildlife species in Montclair. Additionally, there are no riparian habitats, sensitive natural communities, wetlands or wildlife corridors present in the planning area. There would be no impact; therefore, detailed analysis is not required.

### Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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The majority of the City of Montclair is built out; limited vacant land exists within the study area. Currently, there are approximately 39 acres of vacant land interspersed throughout the City that would allow for residential development, mostly within the North Montclair Downtown Specific Plan.

Montclair has been completely urbanized and no known rare or endangered plant or wildlife species have been identified in the study area. Therefore, *no impact* would occur.

Threshold	Would the project 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?
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There are no riparian habitats or sensitive natural communities located within the planning area. Therefore, *no impact* would occur.

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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There are no wetlands located within the planning area. Therefore, *no impact* would occur.

Threshold	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
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There are no wildlife corridors located within the planning area. However, there are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of the Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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There are no existing County or City policies, regulations, or standards designed to protect biological resources applicable to the planning area. Therefore, *no impact* would occur.

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
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The City is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, *no impact* would occur.

## ■ Cumulative Impacts

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

Montclair has been completely urbanized and no known rare or endangered plant or wildlife species have been identified in the study area. Therefore, there would be *no cumulative impact*.

Threshold	Would the project 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?
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There are no riparian habitats or sensitive natural communities located within the planning area. Therefore, there would be *no cumulative impact*.

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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There are no wetlands located within the planning area. Therefore, there would be *no cumulative impact*.

Threshold	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
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There are no wildlife corridors located within the planning area. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Because the Regional Reduction Plan would have no impact on wildlife corridors at a project level, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to migratory birds to less than significant. Consequently, the cumulative impact would be *less than significant*.

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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There are no existing County or City policies, regulations, or standards designed to protect biological resources applicable to the planning area. Therefore, there would be *no cumulative impact*.

Threshold	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
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The City is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be *no cumulative impact*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.11.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a), associated environmental documents (1999b and 2011), and searches conducted on-line for resources listed in the NRHP and CRHR (Montclair 1999a; Montclair 1999b; and OHP 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### *Prehistoric Setting*

The City of Montclair lies within a region known to contain prehistoric archaeological resources, which include the material culture reflective of groups that preceded Euro-American contact and settlement. With regard for prehistoric archaeological sites, no recorded sites exist within the City; however, the San Antonio Wash has been identified as an area supporting numerous prehistoric Native American campsites (Montclair 1999a).

#### *Ethnohistoric Setting*

Prior to European settlement, the Montclair area was inhabited by various nomadic Native American tribes, including the Serrano Indians. The Stream of Sycamores, or the modern San Antonio Wash, was the location of numerous Native American campsites, including a Serrano village (Montclair 2013). The Serrano traditional use is mapped as encompassing the San Bernardino Mountains from the Cajon Pass in the west to beyond modern Twentynine Palms in the east, and from about Victorville in the north to near the San Gorgonio Pass in the south. Montclair is also located near the traditional use area of the Gabrieliño/Tongva. The Gabrieliño/Tongva tribal territory is mapped as extending north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino (Heizer 1978).

#### *Historic Setting*

The historic era setting for the City of Montclair relates to the Mission San Gabriel, established in 1771 in the vicinity of modern Los Angeles. The first European to enter this area was Father Francisco Garces, a Spanish priest, who traversed the San Bernardino Valley in 1776 while on his way to the Mission. This trip established an overland route, which was used until 1781, when the Native Americans along the Colorado River revolted. This route was then reestablished in 1806, and is the same route later used by the Southern Pacific Railroad (Montclair 1999b).

Mexico achieved independence from Spain in 1821, and the former mission lands were secularized and subdivided into land grants under a law adopted by the Mexican congress in 1833. California was then ceded to the U.S. under the Treaty of Guadalupe Hidalgo at the end of the Mexican-American War, and thereafter, Mexican ranchos were subdivided or sold (Montclair 1999b). In 1875, Henry Dalton was

granted land located within the boundaries of the modern City of Montclair, and known as the San Jose grant. This land grant occurred under the authority of the March 3, 1851 Spanish-Mexican Grant, and included approximately 22,360 acres in the region (BLM 2013).

Following California's statehood in 1850, development began to occur in the nearby San Bernardino Valley in the form of Mormon settlement. However, development within the vicinity of Montclair did not occur until after the U.S. Civil War and following the advent of the Southern Pacific Railroad in 1875 and the Santa Fe Railroad in 1887 (Montclair 1999b). During the early portion of the 1890s, Montclair remained as an area used for grazing. Then, in 1897, Mrs. Edward Fraser led efforts to found the Township of Marquette. This was the area's first modern name and signaled the beginning of land development (Montclair 2013).

In the early 1900s, the name Monte Vista was applied to a 1,000 acre tract in the area by Los Angeles land developer Emil Firth. The tracts were divided into 10-, 20-, and 40-acre lots, and were meant for the development of homes and the planting of orchards. Settlers moved onto the tract following its opening in 1907. The first modern settlement in the tract was named Narod and it included a large orange packing house and the Little White Church of Narod (Montclair 2013). This settlement is located to the south of Holt Boulevard and east of Central, and represents a potentially important historic age resource to the City (Montclair 1999b).

The settlement of the Monte Vista tract coincides with the development of the area for agriculture. Beginning in the early 1900s, the area was planted in orange, lemon and apricot groves. This local agricultural industry shaped the ensuing decades; however, the groves have since been replaced by urban growth, including a large percentage of residential subdivisions (Montclair 1999b).

Following World War II, the area experienced a development and population boom. Fearing that it would be annexed by a neighboring city, residents formed the Monte Vista Improvement Association. The Association proposed the incorporation of the Monte Vista Land Tract, and the issue was addressed in the April 1956 election. Officially incorporated on April 25, 1956, the City of Monte Vista occupied 4.2 square miles and had a total population of 8,008. The name of Monte Vista was then changed by vote to Montclair on April 8, 1958. The catalyst for the name change was the existence of another community by the name of Monte Vista in northern California, and there had been confusion with the City's mail service (Montclair 2013).

By the time of incorporation, urban development within the City was almost exclusively residential (Montclair 1999b). Since that time, industrial and extensive commercial uses have located in the City, including Montclair Plaza. Opening in 1968, the Plaza contained 875,000 square feet, three major department stores, 64 smaller shops, and space for 5,000 cars. During its first year of operation, the shopping complex produced an additional 20 percent in tax revenue for the City. Today, with over 1.2 million square feet of space and anchored by four major retailers, Montclair Plaza is one of the most successful shopping centers in southern California. Such attractions have broadened the business base of this full-service City, currently complete with its own Police and Fire Departments (Montclair 2013).

## **Historical Resources in Montclair**

### **Designation Process**

There are three general types of designations for significant cultural resources within the City, including archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. The system includes federal designation in the National Register of Historic Places (NRHP) for resources of importance and relevance to national heritage, state-level designation in the California Register of Historical Resources (CRHR), and local designation as outlined by City of Montclair Municipal Code Chapter 11.56 (Historic Preservation). These registers employ various criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are further discussed below, in the Regulatory Framework.

### **Historic Resources Listed on the National Register of Historic Places**

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. According to the General Plan, the General Plan Update Program EIR and the OHP website for listed resources in San Bernardino County, no resources listed in the NRHP or the CRHR are located within the City (Montclair 1999a; Montclair 1999b; OHP 2013). However, the General Plan describes the Russian Village as an area containing homes of unique historic and aesthetic value (Montclair 1999a), and a recent project completed within Montclair identifies the Russian Village as an NRHP listed district (Metro 2013). Thus, one resource in the City of Montclair appears to be listed in the NRHP:

- Russian Village District (NRHP-L-78-680)

In addition, resources may be present in the City which may be found eligible for listing on the NRHP upon future identification and evaluation.

### **Historic Resources Listed on the California Register of Historical Resources**

The state Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain California Historical Landmarks (CHLs) and California Points of Historical Interest (PHIs) are also listed or considered eligible for the CRHR. One property in the City of Montclair (also listed on NRHP above) is also listed on the CRHR. In addition, resources may be present in the City which may be found eligible for listing on the CRHR upon future identification and evaluation.

### **Resources Listed in the City of Montclair**

The City's Historic Preservation Ordinance (Chapter 11.56 of the City's Municipal Code) provides a mechanism for the protection of historic structures in the City. However, the provisions of the ordinance

have not been utilized, due to a lack of eligible structures and interested property owners (Montclair 1999a and Montclair 1999b).

### **Built Environment Resources**

Historic or built environment resources are generally characteristic of the early colonization and subsequent growth of the City and could include houses and churches, agri-industrial buildings, railroad structures, cultural institutions and parks, bridges and street patterns, early water distribution features and canals, and land-use patterns. In the City of Montclair, the Russian Village District (NRHP-L-78-680) exhibits homes with unique historic and aesthetic value. In addition, the Narod Subdivision, located south of Holt Boulevard and east of Central Avenue, represents the first development area in the City (Montclair 1999b). Further, there are remaining ranch houses and limited grove areas which represent the area's history from before incorporation (prior to 1956). Preservation efforts for these types of properties are identified as avenues for preservation of the City's history (Montclair 1999a).

### **Archaeological Resources**

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic age. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains. In the City of Montclair, no prehistoric resources have been recorded; however, the San Antonio Wash has been identified as an area supporting numerous prehistoric Native American campsites (Montclair 1999a). The lack of recorded sites in the City is linked to the fact that this area has been intensively developed prior to the completion of archaeological research projects (Montclair 1999b).

### **Paleontological Resources**

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources, vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Geologic units known to have the potential to yield fossil remains are found within the region at depth (Metro 2013).

## **■ Regulatory Framework**

### **Federal**

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined

eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

- (a) Are associated with events that have made a significant contribution to the broad patterns of our history
- (b) Are associated with the lives of persons significant in our past
- (c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
- (d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

## **State**

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project’s impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

- (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

- (b) Meets any of the following criteria:
- 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - 2) Is associated with the lives of persons important in our past;
  - 3) 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
  - 4) Has yielded, or may be likely to yield, information important in prehistory or history.
- (CEQA Guidelines Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological 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 meets any of the following criteria:

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

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of

the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

### **California Public Resources Code 5097.5**

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a) states, in part, that:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

### **California Health and Safety Code Sections 7050.5, 7051, and 7054**

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

### **California Public Resources Code Section 5097.98**

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to

reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

## **Senate Bill 18**

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

## **Regional**

### **County of San Bernardino Development Code**

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030, and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under San Bernardino County Development Code Section 82.01.020 (Land Use Plan and Land Use Zoning Districts) and Section 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

## **Local**

### **City of Montclair Municipal Code**

**Historic Preservation Ordinance (Title 11 [Zoning and Development], Chapter 11.56 [Historic Preservation])** In 1992, the City of Montclair adopted a Historic Preservation Ordinance requiring that any building or site which has potentially significant historical or cultural value be subject to initial review by the Community Development Department prior to any approval or issuance of permit which may call

for its modification, enlargement, or removal. Qualified buildings or sites may be designated as a landmark for their long-term preservation. This is a voluntary program, subject to the execution of written agreement between the property owner and the City (Montclair 1999b). The ordinance is designed to:

- Encourage public knowledge, understanding, and appreciation of the City's past.
- Strengthen civic and neighborhood pride in the beauty and architecture of the past.
- Preserve diverse architectural styles and designs reflecting phases of the City's heritage.
- Promote the enjoyment and use of cultural resources appropriate for the education and restoration of the City.
- Encourage new construction and exterior modification of historical buildings that are compatible with the historical character of such buildings.
- Protect and enhance property values and provide possible added benefits to the City and its inhabitants through the exploration of creative financial incentives for preservation.
- Encourage the adaptive recycling or reuse of existing historic landmarks.

The Historic Preservation Commission was established to oversee compliance with this ordinance. The commission has the following powers and duties:

- Administer the provisions of this chapter.
- Perform such other advisory functions as may be delegated from time to time to the Historic Preservation Commission by the City Council.
- Maintain a current register of landmark designations for public use and information (Metro 2013).

## Montclair General Plan

The Montclair General Plan addresses cultural resources in the Conservation Element (Montclair 1999a). The goal, objective, and implementing policies applicable to cultural resources<sup>3</sup> are as follows:

**Goal CO-1.0.0** To promote the conservation of natural and cultural resources with economic or public significance in a manner which will ensure their productivity and utility for present and future generations.

**Objective CO-1.3.0** To promote the conservation of significant cultural and historic resources located in or presumed to be located in the City of Montclair.

**Implementing Policy CO-1.1.6** Promote the maintenance and recognition of the City's significant historic and prehistoric cultures.

**Implementing Policy CO-1.1.7** Require the investigation of historic and prehistoric resources to occur prior to issuance of building permits in an attempt to measure historic significance and advise appropriate mitigation for future planning activities.

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<sup>3</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

**Implementing Policy CO-1.1.10** Improve efforts to maintain and preserve significant historic and architectural structures and points of interest.

**Implementing Policy CO-1.1.11** Maintain the Montclair Foundation for History and Art as a focus for the community's cultural activities and conscience.

**Implementing Policy CO-1.1.13** Encourage and nurture efforts to stimulate and preserve the arts, possibly including the following: (1) Establishment of a Performing Arts Center; (2) Establishment of a historical or other museum; and (3) Cultural, ethnic, and arts-related fairs, exhibits, and events.

## ■ **Project Impact Evaluation**

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

### ***Analytic Method***

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. Such regional or locally designated resources are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known historical resources within Montclair, City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Montclair 1999a; Montclair 1999b; OHP 2013).

### Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?
Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There is one known historical resource in the City of Montclair, which is listed in the NRHP and the CRHR (Russian Village District). In addition, there are historic age structures located in the City (aged 50 years old or older) and buildings or structures which may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation. CEQA Guidelines Section 15064.5(b) states that “a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”

Archaeological materials associated with occupation of the area are known to exist in the region and have the potential to provide important scientific information regarding history and prehistory. While there are no prehistoric resources recorded in the City, the San Antonio Wash has been identified as an area supporting numerous prehistoric Native American campsites (Montclair 1999a and Montclair 1999b). Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses (“native soils,” which include agricultural lands), have the potential to damage or destroy historic age or prehistoric archaeological resources that may be present on or below the ground surface. Such soils are generally not present at the ground surface within the City, as the majority of the City land has been developed with urban uses (Montclair 1999b). In the event that archaeological resources are encountered, these resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) (“[h]as yielded, or may be likely to yield, information important in history or prehistory”). In addition to the status of archaeological resources as historical resources, a resource may also be a “unique archaeological resource,” as defined in CEQA Section 21083.2(g)(1)–(3). Further, archaeological resources are often of cultural or religious importance to Native American groups.

Geologic units known to have the potential to yield fossil remains are also found within the region at depth (Metro 2013). Therefore, ground-disturbing activities could have the potential to impact paleontological resources.

Implementation of the Regional Reduction Plan will not include activities that will result in impacts to existing structures, and does not include activities that would directly result in extensive ground disturbing activities in previously undisturbed soils. Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g. On-Road-1.4) could involve some limited amount of ground disturbance. However, such ground disturbance would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses.

Goals and policies in the Montclair General Plan address cultural resources, and include directives for identifying historic and archaeological resources in association with building permits, as well as the

development of adequate mitigation (Goal CO-1.0.0, Objective CO-1.3.0, and Implementing Policies CO-1.1.6, CO-1.1.7, CO-1.1.10, CO-1.1.11, and CO-1.1.13). All applicable projects within the City of Montclair are required to follow these policies. While the potential for impacts to historical, archaeological and paleontological resources is considered unlikely, adherence to these policies assists in the reduction of impacts to historic and archaeological resources to a less than significant level by requiring the protection of resources through identification and adequate mitigation, which would ensure that important scientific information regarding history or prehistory, is not lost. Consequently, potential impacts to historical, archaeological, and paleontological resources as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?
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The Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities within previously undisturbed soils, which renders it unlikely that human burials would be disturbed as a result of project implementation. In addition, and in the event human remains are encountered, the discovery is required to comply with State of California Public Resources Health and Safety Code Sections 7050.5–7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in California PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the Most Likely Descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, potential impacts associated with the implementation of the Regional Reduction Plan would be reduced to *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the Pomona Valley within San Bernardino and Los Angeles Counties. In these areas, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region. In this area, common patterns of prehistoric and historic development have occurred. Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the Pomona Valley is known to have archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources.

Urban development that has occurred over the past several decades in the Pomona Valley has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that

present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. For this reason, the cumulative effects of development in the region on historical resources are considered significant.

There is a broad range of measures that could be implemented by Participating Cities that, along with future growth in the region, have the potential to result in cultural resources impacts if ground disturbance occurs or if the historic integrity or context of significant resources is affected. Impacts to such resources would be determined on a discretionary case-by-case basis, and would be required to follow CEQA, and adopted City and County policies pertaining to cultural resources protection. For future discretionary projects occurring under the Regional Reduction Plan and cumulative development, environmental review would occur at project-level and would require mitigation. Properties with resources would be addressed through mitigation plans, including monitoring, recovery and/or in situ preservation, as appropriate, and based on the recommendations of a qualified expert.

Implementation of the GHG reduction measures selected by Montclair are not anticipated to result in impacts on historical, archaeological, and/or paleontological resources due to the small scale and extent of those measures. However, in the event that there were minimal impacts, potential impacts would be mitigated to levels that would not be significant through implementation of existing City policies and ordinances. Therefore, implementation of the GHG reduction measures identified in the Regional Reduction Plan for Montclair would not result in a cumulatively considerable contribution, and this would be a ***less-than-significant cumulative impact*** with regard to historical, archaeological, and paleontological resources.

Cumulative development, including the Regional Reduction Plan, could disturb human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, this would be a ***less-than-significant cumulative impact***.

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## 4.11.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from the Montclair General Plan (1999a), the 2006–2014 Housing Element (2011), and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### Geology and Physiography

The Montclair area is located in the northwest portion of the Chino Basin, which is an alluvial plain formed by the sediments eroded from the surrounding mountain ranges. The mountains surrounding the basin include the San Gabriel Mountains to the north, Chino Hills and Santa Ana Mountains to the southwest, San Jose and Puente Hills to the west, and the Pedley Hills and Jurupa Mountains to the southeast. The Chino Basin is within the Peninsular Ranges geomorphic province, characterized by northwest-trending mountains and valleys and extending south into Mexico. The San Gabriel Mountains are part of the Transverse Ranges province, a set of east/west-trending mountain ranges extending from Santa Barbara County on the west to San Bernardino and Riverside Counties on the east. Crystalline basement rocks and sedimentary rocks of the Chino Hills and San Gabriel Mountains underlie the alluvial sediments. The topography within the planning area is relatively flat, which is characteristic of the Chino Basin. The only steep slopes in the study area are those which were created by past mining activities.

#### Faults and Seismic Hazards

Although no known or suspected major, regional active faults traverse the City, four major active or potentially active faults are within the general Montclair area. The San Andreas fault is an active system that is oriented in a northwest/southeast direction, passing along the base of the San Bernardino Mountains and through the Cajon Pass. The Cucamonga fault is a potentially active fault that is oriented in an east/west direction, passing north of the Chino Basin at the foot of the San Gabriel Mountains. The Chino fault is a potentially active fault that is oriented in a northwest/southeast direction, which lies at the eastern base of the Chino Hills. The San Jacinto fault is an active fault that oriented parallel, and to the south and slightly west of the San Andreas fault. Smaller faults are in the northern portion of the basin. Many of these faults have exhibited historical seismic activity that has caused the displacement of alluvial sediment.

The primary seismic and associated geologic hazard in the Montclair study area is earthquake shaking. The loosely compacted, silty alluvial soils found in the Montclair planning area will cause magnification of ground shaking. Accordingly, the entire basin may be subjected to shaking levels varying in degree from strong to very strong and capable of having disastrous effects. The intensity of groundshaking

would depend upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the development sites. Liquefaction has not been identified as a significant hazard in Montclair.

## **Other Geologic Hazards**

### **Unstable Soils**

The two dominant soils associations within the planning area are Tujunga-Delhi and Tujunga-Soboba. Both soil types are derived from alluvial materials that filled the Chino Basin and contain structural limitations due to their potential for settlement or collapse when structures are placed on them, which can serve as deterrents to development unless corrective actions or design plans acknowledge those constraints.

### **Expansive Soils**

Expansiveness refers to the potential to swell and shrink with repeated cycles of wetting and drying and is a common feature of fine-grained clayey soils. This wetting and drying causes damage due to differential settlement within buildings and other improvements. Both soil types (i.e., Tujunga-Delhi and Tujunga-Soboba) in the Montclair area are categorized as having a low expansion (shrink-swell) potential.

### **Erosion and Landslide Hazards**

Landslide and erosion hazards are not a substantial risk in Montclair because of the City's flat topography.

### **Subsidence**

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Montclair is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in the City of Chino to the southwest of Ontario. The Chino Basin Watermaster manages the groundwater extraction rights to users within the Chino Basin and determines the replenishment requirements of the Basin to eliminate overdraft.

## **■ Regulatory Framework**

### **Federal**

There are no federal regulations related to geologic and soil resources and hazards.

### **State**

#### **California Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault

Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. There are no Earthquake Fault Zones delineated in Montclair.

### **Seismic Hazard Mapping Act**

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The State has not published maps that cover the portion of San Bernardino County where Montclair is located.

### **Senate Bill 547**

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

### **California Building Code (2010)**

California Code of Regulations (CCR) Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Montclair has adopted the 2010 CBC (Municipal Code Section 10.08, Ordinance 10-918, 2010).

Chapter 16 of the CBC addresses structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes

(Section 3304). Appendix J of the CBC includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

### **Natural Hazards Disclosure Act**

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

### **Regional**

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

### **Local**

#### **City of Montclair Municipal Code**

Montclair Municipal Code Chapter 10.08 implements the provisions of the 2010 CBC. Municipal Code Section 9.24.410 (Grading) specifies that grading work is prohibited on any single grading site under permit unless an Erosion Control Plan has been approved or waived by the City Engineer. Where necessary, temporary and/or permanent erosion-and-sediment control devices or methods, as approved by the City Engineer, are required to control erosion and provide safety during this period.

#### **Montclair General Plan**

The Montclair General Plan policies that are applicable to geologic and soil resources and hazards<sup>4</sup> are as follows:

##### Safety Element

- Policy SE-1.1.3** Request geologic studies for proposed development for human occupancy, emphasizing all critical facilities and structures of high or involuntary occupancy, within areas needing special management.
- Policy SE-1.1.4** Stress compatibility between structural design and local geologic hazards.
- Policy SE-1.1.11** Require all new developments to comply with State of California seismic safety standards.

##### Community Design Element

- Policy CD-1.1.14** Grading or earth moving operations should be done with a minimum of disturbance to the natural ground and result in natural or sculpture forms.

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<sup>4</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

## ■ Project Impact Evaluation

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42
  - > Strong seismic groundshaking
  - > Seismic-related ground failure, including liquefaction
  - > Landslides
- Result in substantial soil erosion or the loss of topsoil
- 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
- Be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- 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

### ***Analytic Method***

Baseline information to characterize geologic and soils conditions that could affect or be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Montclair in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect or be affected by seismic hazards, erosion, or other geologic or soils hazards.

### Effects Not Found to Be Significant

Threshold	<p>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>■ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42</li> <li>■ Strong seismic groundshaking</li> <li>■ Seismic-related ground failure, including liquefaction</li> <li>■ Landslides</li> </ul>
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There are no Alquist-Priolo Earthquake Fault Zones in Montclair. Therefore, implementation of Regional Reduction Plan measures would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. The entire basin may be subjected to shaking levels varying in degree from strong to very strong and capable of having disastrous effects on many structures. The Cucamonga fault, which is considered to have a high potential for generating significant earthquakes, is located within 3.8 miles of the study area.

Although strong groundshaking can be expected in Montclair as a result of earthquakes on local and regional faults, earthquake-induced liquefaction and landslide hazards are minimal. Implementation of the reduction measures in the Regional Reduction Plan such as transit station improvements, transit-oriented development, park-and-ride lots, and bicycle/pedestrian network enhancements described in reduction measure On-Road Transportation-1 (Sustainable Communities Strategy) could be exposed to damage from seismic hazards. Projects would be required to comply with seismic safety provisions of the 2010 CBC. With implementation of General Plan Policies SE-1.1.3, SE-1.1.4, and SE-1.1.11 and Municipal Code Chapter 10.08 requirements, this would reduce potential hazards to the extent required by law. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	Would the project result in substantial soil erosion or the loss of topsoil?
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The City is relatively flat, and there is minimal erosion potential, except where vacant parcels would be developed. Grading associated with improvements that could be implemented for reduction measure Transportation-1 would involve soil disturbance, which could increase erosion potential temporarily. Potential erosion impacts would be specific to future project sites that could be developed as a result of implementing reduction measures in the Regional Reduction Plan such as TOD projects and park-and-ride lots, solar systems for new housing, and energy-efficiency features in new development (PS-1) would depend largely on the areas affected and the length of time soils are subject to erosion. Municipal Code Section 9.24.410, Grading, specifies that grading work is prohibited on any single grading site under permit unless an Erosion Control Plan has been approved or waived by the City Engineer. Where necessary, temporary and/or permanent erosion-and-sediment control devices or methods, as approved by the City Engineer, are required to control erosion and provide safety during this period. In addition Community Design Element Policy CD-1.1.14 directs that grading or earth moving operations should be

done with a minimum of disturbance to the natural ground and result in natural or sculpture forms. Therefore, potential erosion impacts as a result of implementation of the Regional Reduction Plan would be **less than significant**. No mitigation is required.

Threshold	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
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Montclair is relatively flat, and is not vulnerable to landslide or slope stability hazards. Liquefaction has not been identified as a significant hazard in the City. Native soils that underlie the City consist of alluvial sediments that have the potential for settlement or collapse unless properly engineered for structures placed on top of them. Project-specific geotechnical reports and soil surveys would be required for development project applications, such as transit-oriented development projects and park-and-ride lots that could be developed with reduction measure Transportation-1, would contain site-specific recommendations regarding soils loading. Compliance with 2010 CBC standards would ensure that all future development and redevelopment activities fully respond to these constraints. Impacts would be **less than significant**. No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?
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Expansive soils have not been identified as a hazard in Montclair. There would be **no impact**.

Threshold	Would the project 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?
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None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be **no impact**.

## ■ Cumulative Impacts

Future growth envisioned in the General Plan could be affected by seismic hazards or other geotechnical conditions, or could cause erosion. Geologic and soils hazards and erosion are typically site-specific and do not combine to produce cumulative effects. Policies in the General Plan and adherence to CBC and City standards for development, as established in the Municipal Code, would reduce impacts of new development to the extent required by law.

The Regional Reduction Plan would not result in any direct or indirect significant effects related to geology and soils, and, therefore, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, **cumulative impacts would be less than significant**.

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## 4.11.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), The Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Montclair emitted approximately 268,825 metric tons (MT) carbon dioxide equivalents (CO<sub>2</sub>e) in 2008. The emissions were calculated based on the 2012 RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from transportation (53.6 percent), followed by emissions from electricity and natural gas use in buildings (32.4 percent). Table 4.11.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO<sub>2</sub>e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

### ■ Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The "blanket" is a collection of atmospheric gases called "greenhouse gases" based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

<b>Table 4.11.7-1 2008 Net Total Emissions</b>	
<i>Category</i>	<i>Metric tons of CO<sub>2</sub>e</i>
Building Energy	87,088
On-Road Transportation	144,013
Off-Road Equipment	16,474
Solid Waste	10,108
Agriculture	0
Wastewater Treatment	1,455
Water Conveyance	9,687
<b>Total</b>	<b>268,825</b>
Excluded Stationary Sources under Title V Permits <sup>a</sup>	42,224
a. Excluded from target setting and reductions due to lack of jurisdictional control (see "Analytical Method" section below)	

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

### **Carbon Dioxide**

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO<sub>2</sub> emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO<sub>2</sub> emissions.

CO<sub>2</sub> is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO<sub>2</sub> occur within the carbon cycle where billions of tons of atmospheric CO<sub>2</sub> are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO<sub>2</sub> emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO<sub>2</sub> concentrations in the atmosphere by 35 percent as of 2005.

## **Methane**

Methane is emitted from a variety of both human-related and natural sources. CH<sub>4</sub> is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH<sub>4</sub> emissions are related to human activities. Natural sources of CH<sub>4</sub> include wetlands, gas hydrates,<sup>5</sup> permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH<sub>4</sub> emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH<sub>4</sub> emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH<sub>4</sub> from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

## **Nitrous Oxide**

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N<sub>2</sub>O.

## **Chlorofluorocarbons**

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF<sub>4</sub> (carbontetrafluoride) and SF<sub>6</sub> (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF<sub>4</sub>, SF<sub>6</sub>, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

## **■ Potential Effects of Global Climate Change**

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute

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<sup>5</sup> Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a “cage” of water molecules.

to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

**Water Supply.** California Health and Safety Code Section 38501(a) recognizes that climate change “poses a serious threat to the economic well-being, public health, natural resources, and the environment of California,” and notes, “the potential adverse impacts of [climate change] include...reduction in the quality and supply of water to the state from the Sierra snowpack.” As most of the state, including the City of Montclair, depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California’s climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state’s water delivery systems.

**Water Quality.** Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

**Ecosystems and Biodiversity.** Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that “20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels” (IPCC 2007). Shifts in existing biomes<sup>6</sup> could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

**Human Health Impacts.** Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and

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<sup>6</sup> A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

## ■ Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO<sub>2</sub> emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO<sub>2</sub> concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions are typically measured in terms of pounds or tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e), and are often expressed in metric tons (MT) or millions of metric tons (MMT) of CO<sub>2</sub>e.

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO<sub>2</sub>e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO<sub>2</sub>e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO<sub>2</sub>e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO<sub>2</sub>e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO<sub>2</sub>e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - > The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering

buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

## ■ Regulatory Framework

### **Federal**

#### **U.S. Environmental Protection Agency**

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO<sub>2</sub> gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

#### **Federal Mandatory Greenhouse Gas Reporting Rule**

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop “mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy ...” The Reporting Rule would apply to most entities that emit 25,000 MT CO<sub>2</sub>e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

#### **USEPA Endangerment and Cause and Contribute Findings**

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA’s CAA Title V permitting regulations known as the “Tailoring Rule” under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

## **Clean Air Act Permitting (Tailoring Rule) for GHG Emissions**

On January 2, 2011, the USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the “Tailoring Rule,” established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA’s commitment to future rulemaking that will describe subsequent steps for GHG permitting. The “Tailoring Rule” requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT CO<sub>2</sub>e per year. In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO<sub>2</sub>e per year must provide BACT for GHG emissions.

## **Updated Corporate Average Fuel Economy (CAFE) Standards**

The current federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

## **State**

### **California Air Resources Board**

California ARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California’s State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

### **Executive Order S-3-05**

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

### **Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006**

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO<sub>2</sub>e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

### **Assembly Bill (AB) 1493—Pavley Rules**

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

### **Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard**

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for

implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

### **Executive Order S-01-07—Low Carbon Fuel Standard**

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

### **Senate Bill (SB) 375**

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

### **Senate Bill (SB) 97**

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

### **Executive Order S-13-08**

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts

in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

### **California Code of Regulations (CCR) Title 24**

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

### **Greenhouse Gas Cap-and-Trade Program**

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

## **Regional**

### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City and SOI, and five other counties within Southern California.

### *Regional Comprehensive Plan*

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

### *Regional Transportation Plan*

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

### *SCAG Compass Growth Visioning*

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **South Coast Air Quality Management District**

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

### **Air Quality Management Plan**

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal CAA planning requirements and focuses on new federal ozone and PM<sub>2.5</sub> standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles traveled (VMT) emissions offsets following the recent changes in USEPA requirements.

### **The San Bernardino County GHG Reduction Plan**

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

## Local

### Montclair General Plan

The Montclair General Plan policies that are applicable to GHG emissions and reductions<sup>7</sup> are as follows:

- CE-1.1.10** Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair Transcenter and potential Metrolink station on the Riverside Line.
- HE-1.1.27** Develop housing in a manner which will allow the maximum use of alternative energy sources (e.g., solar, wind, cogeneration).

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

### Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Montclair for the following scenarios: 2008, 2020 business-as-usual, and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions predicted for 2020 business as usual by at least 20 percent.

The 2020 business-as-usual (BAU) scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Montclair's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Refer to in the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model

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<sup>7</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The following summarizes the basis of the GHG calculations by emission source. The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by the CAPCOA, other reference sources (such as the USEPA, California Energy Commission, California Air Resource Board, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, SCAG, and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in VMT determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO<sub>2</sub>e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO<sub>2</sub> equivalents (MT CO<sub>2</sub>e).

Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by SCAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devices on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources were not included in determining GHG Reduction Target setting or subject to City-administered reduction measures associated with them in the Regional Reduction Plan. However, SCAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program, will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Montclair totaled 15,615 MT CO<sub>2</sub>e in 2008.

### **Effects Not Found to Be Significant**

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
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Implementation of the Regional Reduction Plan in the City of Montclair would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as grading or excavation activities, if required, for installation of

energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of renewable energy projects that are part of the reduction measures in the CAP that would result in an overall reduction in GHG emissions.

The Regional Reduction Plan would implement additional reduction strategies that build from these existing programs such as transit oriented development and infill development. Table 4.11.7-2 (GHG Emission Inventories and Reductions in the City of Montclair) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City of Montclair and compares the reduced emissions with the City Reduction Target.

<b>Table 4.11.7-2 GHG Emission Inventories and Reductions in the City of Montclair</b>					
Category/Emission Source	Metric tons of CO <sub>2</sub> e				
	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Building Energy	87,0888	93,284	35,664	57,664	38.2%
On-Road Transportation	144,013	145,119	41,393	103,726	28.5%
Off-Road Equipment	16,474	17,917	1,782	16,135	9.9%
Solid Waste Management	10,108	9,873	5,096	4,777	51.6%
Agriculture	0	0	0	0	0%
Wastewater Treatment	1,455	1,614	121	1,494	7.5%
Water Conveyance	9,687	11,313	1,480	9,833	13.1%
GHG Performance Standard for New Development	—	—	325	—	—
<b>Total</b>	<b>268,825</b>	<b>279,120</b>	<b>85,861</b>	<b>193,260</b>	<b>30.8%</b>
<b>Reduction Target</b>	—	—	<b>64,061</b>	<b>215,060</b>	<b>23.0%</b>
Does the Plan Meet the Reduction Target?	—	—	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Reductions Beyond Target</b>	—	—	<b>21,800</b>	—	—
Excluded Stationary Sources under Title V Permits <sup>b</sup>	42,224	45,753	—	—	—

Values may not sum due to rounding.

- a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.
- b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.11.0 (Introduction to the Analysis) of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Montclair.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
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The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.11.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 268,825 MT CO<sub>2</sub>e. The largest source of emissions was transportation, followed closely by energy use.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the Montclair General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.11.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 279,120 MT CO<sub>2</sub>e, an increase of 10,295 MT CO<sub>2</sub>e (or 3.7 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be transportation followed closely by emissions associated with energy use. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 64,061 MT CO<sub>2</sub>e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 85,861 MT CO<sub>2</sub>e of emissions in 2020 which exceeds the reduction goal by approximately 21,800 MT CO<sub>2</sub>e. This is a reduction of approximately 30.8 percent in 2020. Therefore the Regional Reduction Plan fulfills its own GHG reduction planning.

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan builds complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. Solar installation for new housing shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Montclair chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Montclair chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.11.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

SB 375 requires SCAG to provide an SCS that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS.

Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Montclair include On Road Transportation-1—Sustainable Communities Strategy. This reduction measure provides the land use changes within the City of Montclair needed to fulfill Montclair’s portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description**—SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.

In addition Montclair will participate in the Regional Reduction Plan reduction measure On-Road-2 (“Smart Bus” Technology), which helps implement the SCS within Montclair.

- **On-Road-2 “Smart Bus” Technology**—Collaborate with Omnitrans to implement “Smart Bus” technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with “real-time” arrival and departure time information (California Air Pollution Control Officers Association 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Montclair will coordinate with Omnitrans as appropriate.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG’s SCS strategy in Montclair. Therefore, this impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

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## **4.11.8 Hazards/Hazardous Materials**

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Montclair from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.11.6 (Geology/Soils) and Section 4.11.9 (Hydrology/Water Quality), respectively. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### **■ Environmental Setting**

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

### ***Hazardous Materials and Waste Sites***

The locations of hazardous materials within the planning area are in the industrial areas. Presently, there are two sites within the planning area designated for the transfer and short-term storage of hazardous materials. One is within the city limits, located on the south side of State Street, just west of Benson Avenue. The other is located at the southwest corner of State Street and Vernon Avenue, in unincorporated San Bernardino County but within the City's sphere of influence.

Montclair currently has two waste hauler services that collect waste primarily from industrial uses and transport the materials to disposal sites. These facilities are permitted by local ordinance and also regulated by State and Federal agencies.

### ***Transportation Hazards***

Hazardous materials are transported across the study area on a daily basis by both truck and rail. The California Department of Transportation has designed Interstate 10 as an approved hazardous materials route. The Milliken Avenue truck stop in Ontario and the Cherry Avenue truck stop in Fontana are the nearest approved stops for trucks carrying hazardous materials.

There are three major rail routes which cross the study area. Two are operated by the Southern Pacific Railroad, while the other is operated by the Atchison, Topeka and Santa Fe Railroad. Hazardous materials are transported over these rights-of-way using special cars and safety procedures meeting

U.S. Department of Transportation (USDOT) standards. The railroad companies are responsible for any emergency cleanup needed in the event of an accident.

## **Airport Hazards**

The LA/Ontario International Airport (ONT) is located approximately three miles east of Montclair, in the City of Ontario. Cable Airport is located approximately one mile north of Montclair, in the City of Upland and a portion of the planning area is within the influence area.

## **■ Regulatory Framework**

There are numerous federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste. Federal and state statutes, as well as local ordinances and plans, regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

### **Federal**

The USEPA is the primary federal agency that regulates hazardous materials and waste. The regulations are codified in Code of Federal Regulations (CFR) Title 40. USEPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management also includes the treatment, storage, or disposal of hazardous waste. RCRA authorized the USEPA to authority to control hazardous waste from generation to transportation, treatment, storage, and disposal. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. Other key federal laws pertaining to hazardous materials and waste include the Emergency Planning and Community Right-to-Know Act (EPCRA) and Toxic Substances Control Act (TSCA). The USDOT has established regulations (CFR Title 49) for the transport of hazardous materials and wastes.

### **State**

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). The State Water Resources Control Board (SWRCB), under the

umbrella of Cal/EPA, provides assistance to local agencies enforcing underground storage tank (UST) requirements, and it also regulates groundwater cleanup programs.

## **Regional**

### **San Bernardino Fire Protection District**

The San Bernardino Fire Protection District, Hazardous Materials Division, was granted authority by the Cal/EPA to become the certified Unified Program Agency (CUPA) for San Bernardino County. The CUPA is directly involved in the inspection, permitting, and enforcement of hazardous materials manufacturers, hazardous waste generators. USDOT and the California Highway Patrol (CHP) regulate the transportation of hazardous materials while the DTSC is actively involved in the storage of hazardous materials and the cleanup of hazardous waste sites. The San Bernardino Fire Protection District also provides wildland fire suppression services and hazardous materials incident response.

### **San Bernardino County Solid Waste Management Plan**

The City of Montclair has adopted the San Bernardino County Solid Waste Management Plan. This is in accordance with California Government Code Section 65302 that requires solid waste management to be addressed in a City's adopted General Plan, also that it must be consistent with the adopted San Bernardino County Solid Waste Management Plan as a plan of that agency's plan. The City has adopted the San Bernardino County Solid Waste Management Plan in order to mitigate problems associated with hazardous waste materials.

## **Local**

### **Montclair General Plan**

There are no General Plan policies that are directly applicable to implementation of the Regional Reduction Plan local reduction measures selected by Montclair.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- 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
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school

- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

### Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

### Effects Not Found to Be Significant

Threshold	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, renewable energy generation and smart bus technologies. The GHG reductions do not involve the transport or use of hazardous materials. Current federal and state regulations and Montclair General Plan would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
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Upset and accident conditions that result in hazardous materials incidents are primarily associated with industrial processes and transport of large quantities of materials (e.g., trucks hauling fuel). Implementation of the reduction measures would not involve processes or operations that would use or transport, or dispose of hazardous materials or wastes in large quantities or of a type that poses serious human health or environmental risks should an accident occur. There would be ***no impact***.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
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Implementation of the reduction measures would not involve processes or operations that would generate hazardous air emissions or involve the use of acutely hazardous materials, as defined in California Health and Safety Code Section 25316 and 22 CCR Section 66260. Installation of solar installation in new housing (Energy 4) would not involve the use of such materials. Any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be regulated by the California health and safety code, South Coast Air Quality Management District permits, and City health and safety codes to ensure that the Regional Reduction Plan does not emit hazardous emissions. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
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The Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation is reviewed by the City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?
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The LA/Ontario International Airport (ONT) is located approximately three miles east of Montclair, in the City of Ontario. However, Cable Airport is located approximately one mile north of Montclair, in the City of Upland. The Regional Reduction Plan does not provide housing or workplaces that would bring people into the vicinity of the Cable Airport Influence Area. It is the policy of the City to coordinate with the airport authorities to ensure that proposed land uses within the airport safety zones are consistent with the adopted master land use plans and land use compatibility plans for the airport. The City review of proposed projects such as renewable energy generation during implementation of the Regional Reduction Plan within the airport safety zones and near the airports ensures that implementation of these types of uses near airports does not result in safety hazards to people in the area. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?
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No private airstrips are located within or in close proximity to Montclair. Therefore, *no impact* would occur.

Threshold	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
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Emergency response plans have been prepared at the regional and local level. There are numerous evacuation routes within the City. None of the reduction measures selected by the City would involve changes in land use or population, roadway configurations or capacity, or other changes in the environment that would directly or indirectly affect emergency response plans or evacuation routes. There would be *no impact*.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
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None of the reduction measures that would be implemented by the City would involve the construction or operation of structures or development of new occupied uses that would be vulnerable to wildland fire hazard. There would be *no impact*.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### **Local Hydrology**

The City of Montclair is located in the northwestern portion of the Santa Ana River Basin. The basin consists of watersheds of the Santa Ana and San Jacinto Rivers. The Santa Ana River Basin encompasses 2,780 square miles and is bounded by the Los Angeles River Basin to the west, the San Diego River Basin to the south, and the West Colorado River Basin to the east. The Santa Ana River Basin is traversed by numerous streams and tributaries. The largest of these waterways, the Santa Ana River, originates in the San Bernardino Mountains on the northeastern portion of the basin, and generally flows southwest through the Santa Ana Canyon between the Chino Hills and the Santa Ana Mountains. From this point, the river flows over the coastal plains of Orange County into the Pacific Ocean.

The streams and rivers feeding the Santa Ana are generally dry with the exception of the rainy season between November and May (Montclair 1999a). Surface water resources in the study area are limited. There are no large standing bodies of water and no streams with continuous flows. The San Antonio Wash, a concrete-lined flood control channel, originates in the San Bernardino Mountains. It generally flows in a southwesterly direction, then empties into the Santa Ana River and eventually into the Pacific Ocean.

#### **Groundwater**

The Chino Basin is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin is bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault and Red Hill Fault to the northwest; The basin currently contains approximately 5,000,000 acre-feet of water and has an unused storage capacity of about 1,000,000 acre-feet. Groundwater is produced from the basin by cities and other water supply entities and by about 300 to 400 agricultural users overlying the basin. Prior to 1978, the basin was in overdraft. After 1978, the basin has been managed via ongoing court adjudication in the 1978 judgment *Chino Basin Municipal Water District vs. City of Chino et al.*

A combination of local groundwater and imported water is used to supply the needs of Montclair water users and others in the basin. Imported water made up about one third of the supply, and consisted of

local surface diversions, imports from adjacent basins, and Metropolitan Water District (MWD) supplies. Imported water purchased through MWD primarily comes from the State Water Project and is used for groundwater replenishment. The groundwater in the basin is replenished by natural rainfall and storm water runoff that is percolated in recharge basins, subsurface inflow, and other minor types of artificial recharge. The established safe yield of the Chino groundwater basin is 140,000 acre-feet per year. The safe yield is the level at which groundwater can be pumped from a basin while maintaining stable levels. This level has often been exceeded in the past. About 80 percent of the total area of the groundwater basin is located in San Bernardino County, 15 percent in Riverside County and 5 percent in Los Angeles County.

### **Flood Hazards**

As indicated by the Federal Emergency Management Agency (FEMA), the entire planning area is identified as “Zone C,” defined as an area of minimal flooding. Pending any future change in that designation, no significant flood-related hazards have been identified. Localized improvements will, however, be required to respond to drainage issues at select areas throughout the community. Localized sheet flooding may occur, as it has in the past, when there is a blockage or failure of local drain pipes or structures. This is particularly applicable for the areas located south of State Street. Storm drain improvements have been planned that will intercept sheet flooding and carry water to the San Antonio Channel (Montclair 1999a).

Although flood hazards are unlikely, two hazards of potential flooding do exist however. The San Antonio Dam, which is an earthen-filled dam located four miles north of Montclair, could be a threat if it were filled to near capacity and suffered a failure due to erosion or grounds shaking during an earthquake. Considering the probability of these circumstances, dam failure is not a significant threat.

### **Designated Flood Zones**

As mentioned above, according to FEMA, the planning area has moderate to low risk of flooding. FEMA Flood Hazard Boundary Mapping has indicated that the Montclair area and its immediate environs would not be inundated by a “base flood.” That “base flood” is defined as a flood having a 1 percent chance of being equaled or exceeded in any given year. On this basis, FEMA rescinded the Flood Hazard Boundary Map for the City. This allowed that the entire Montclair planning area be classified as “Zone C”, a protected zone.

### **Seiches**

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The City is not located in an area containing known seiche (Montclair 1999b).

### **Mudflows**

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. According to the Montclair General Plan, landslide and erosion hazards are not significant (Montclair 1999a).

## ■ **Regulatory Framework**

### **Federal**

#### **United States Environmental Protection Agency (USEPA)**

The USEPA is the primary federal agency that regulates water quality and water resources principally through the Clean Water Act and Safe Drinking Water Act.

##### *Clean Water Act*

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

##### *Safe Drinking Water Act*

The federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Montclair. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

### *National Pollution Discharge Elimination System*

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The MS4 permit in effect in the City of Montclair is Order R8-2010-0036 issued by the Santa Ana Regional Water Quality Control Board (SARWQCB) in August 2010. Enforcement activities within the jurisdictional area of the City are directed and carried out by the NPDES/Environmental Inspector within the Engineering Division.

### *National Flood Insurance Program*

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Montclair, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the U.S. Army Corps of Engineers and the San Bernardino County Flood Control District for updating, method consistency with the Regional Water Quality Control Board (RWQCB), and proposed BMPs.

## **State**

### **State Water Resources Control Board**

The State Water Resources Control Board (SWRCB), a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine RWQCBs, each regulating watersheds within their region.

### *Porter-Cologne Water Quality Act*

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Montclair is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

### *Storm Water Pollution Prevention Plans*

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of 1 acre or more are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that an SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff, and must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

## **Regional**

### **County of San Bernardino Stormwater Program**

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

### **Santa Ana River Basin Water Quality Control Plan**

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

## **Local**

### **City of Montclair NPDES Local Implementation Plan**

The framework that provides the foundation for implementation of the MS4 Permit requirements is described in the Municipal Stormwater Management Plan (MSWMP). The Local Implementation Plan (LIP) describes how the City of Montclair implements the requirements of the MS4 Permit within its own jurisdiction. Accordingly, the MSWMP and the LIP are the principal documents that

comprehensively translate the MS4 Permit requirements into actions that manage water quality in the local MS4.

### **City of Montclair Municipal Code**

City of Montclair Municipal Code Chapter 9.24 (Storm Drain System) (referred to as Stormwater Ordinance) sets standards and requirements for storm drain permits, inspection and maintenance of City storm drain system, and regulates discharge into the system. Additionally, the Code calls for controlling sediment and erosion of construction sites. The City implements its MS4 Permit through the Stormwater Ordinance.

The purpose of Municipal Code Chapter 9.26 (Flood Plain Regulation and Management) is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly- and privately- owned land within flood prone, mudslide (i.e., mudflow), or flood-related erosion areas.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam

- Inundation by seiche, tsunami, or mudflow

### Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

### Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?
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Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for an SWPPP under NPDES No. CAS000002. In addition, the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to have an approved Erosion and Sediment Control Plan. Compliance with SWRCB’s General Construction Activity Stormwater Permit regulations requiring an SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?
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Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy retrofits, solar arrays, or wind turbines would not increase impermeable surface area in the City. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be ***less than significant***. No mitigation is required.

Threshold	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, in a manner that would result in substantial erosion or siltation on or off site?
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Energy retrofits and passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above, all construction would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to *less than significant*. No mitigation is required.

Threshold	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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?
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According to FEMA maps the City does not have designated 100-year floodplains within its planning area. The entire planning area is identified as “Zone C,” defined as an area of minimal flooding. Energy facilities under the Regional Reduction Plan would not alter the course of a stream or river or increase the rate or amount of surface runoff. Furthermore, compliance with Municipal Code Chapter 9.26 (Flood Plain Regulation and Management) ensures that development under the Regional Reduction Plan would not adversely affect the public health, safety and general welfare due to flood hazards. Additionally, Chapter 9.26 of the Municipal Code also includes provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. Furthermore, any new development or work within the City that involves the San Bernardino County Flood Control and Water Conservation District’s right of way, easements, or facilities would require the obtainment of an encroachment permit from the District. Compliance with the Municipal Code is assured through City review of all proposed development. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
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The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance of City provisions including the Flood Plain Regulation and Management (Municipal Code Chapter 9.26) would ensure that people and property are protected from flooding through responsible and efficient stormwater management. Compliance with NPDES permit

requirements would ensure that the proposed project would not provide substantial additional sources of polluted runoff. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?
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The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
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The Regional Reduction Plan does not include a housing component. There would be *no impact*.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?
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According to FEMA maps the City does not have designated 100-year floodplains within its planning area. The entire planning area is identified as “Zone C,” defined as an area of minimal flooding. Therefore, there would be *no impact*.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
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As mentioned previously, dam failure is not a significant threat in the City. Transit, pedestrian and bicycle infrastructure, energy retrofits, and passive energy solar arrays built during implementation of the Regional Reduction Plan would be subject to the provisions of City Municipal Code Chapter 9.26, designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. These provisions would minimize the effects of prospective growth from flooding hazards. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?
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The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Since the City is not located near large bodies of water, seiches would not be expected to occur. The City’s topography generally slopes from northeast to southwest at a gentle 2 percent slope with only limited exceptions in isolated areas.. Due to the relatively flat topography, landslide hazards and mudflows are not significant. Therefore, the impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to

hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2010. *City of Montclair NPDES Local Implementation Plan*, October.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.11.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

### ■ Environmental Setting

The City of Montclair is in western San Bernardino County, approximately 35 miles east of downtown Los Angeles. The City's boundaries form the westerly edge of the County and are coterminous with the easterly border of the County of Los Angeles. The City of Upland borders Montclair on the north and east and the City of Ontario borders the City on the east. County unincorporated areas within the City's Sphere of Influence (SOI) and the City of Chino lie south of the City's corporate boundaries.

The Montclair planning area is approximately 6.5 square miles, which consists of approximately 5.54 square miles within the City and approximately .92 square miles within the unincorporated areas generally located south of State Street comprising the Montclair "Sphere of Influence." Approximately 83 percent of the planning area is fully developed. The remainder consists of vacant land, mostly located south of Holt Boulevard, which include the unincorporated areas within San Bernardino County jurisdiction.

The most outstanding land use characteristic north of the San Bernardino (Interstate 10 [I-10]) Freeway is the commercial development in and around the Montclair Plaza, along with some residential subdivisions and planned unit developments. The addition of the Montclair Multi-modal Transportation Center in 1993 and the extension of Monte Vista Avenue to the Route 30 corridor significantly altered the land use pattern in North Montclair. South of the I-10 Freeway to Holt Boulevard, residential neighborhoods are the most predominant. Between Holt Boulevard and Mission Boulevard, is primarily commercial and industrial. A non-urban type of land use is found south of Mission Boulevard with open space and agriculture the dominant features intermixing with newer, better-quality housing.

The City of Montclair is largely built out, with limited areas of vacant land zoned for residential use. There are approximately 39 acres of vacant land, which permit residential development, the majority of which are located within existing residential neighborhoods or along the City's commercial corridors.

Figure 4.11.10-1 (General Plan Land Use Map) shows the adopted land use plan for Montclair. Future growth under the General Plan would consist of residential development within the SOI, generally south of State Street and north of Phillips Boulevard. Most retail and non-retail development is expected to occur in the northern part of the City in the vicinity of Montclair Plaza.

### ■ Regulatory Framework

#### **Federal**

There are no federal regulations pertaining to land use/planning.

## State

### California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

### Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

### Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.





California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO<sub>2</sub>e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO<sub>2</sub>e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

### **Senate Bill 97 (SB 97)**

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168

(program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
  - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
    - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
    - (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
    - (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
    - (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
    - (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
    - (F) Be adopted in a public process following environmental review.
  - (2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the C-CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

### **Executive Order S-13-08**

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies

- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

### **California Code of Regulations (CCR) Title 24, Part 6**

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

## Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

## Regional

### Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

### Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

### **Regional Transportation Plan**

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region’s TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

## SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

## South Coast Air Quality Management District (SCAQMD)

The City of Montclair is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the USEPA, and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

## Habitat Conservation Plans

There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that are in effect for the City of Montclair.

## Cable Airport Comprehensive Airport Land Use Plan (ALUP)

Cable Airport is located approximately one mile north of Montclair, in the City of Upland. Cable Airport, which is the largest privately owned airport in the country, is a general aviation airport. The Cable Airport Comprehensive Airport Land Use Plan (ALUP) was adopted by the West Valley Planning Agency Airport Land Use Commission in 1981. Safety Area 2 extends into the northern portion of the City of Montclair, generally the area northwest of the intersection of North Central Avenue and the Metrolink right-of-way. Safety Zone 2 addresses height restrictions.

## Local

### City of Montclair Municipal Code

City Municipal Code Title 11 is the City's Zoning and Development Code (ZDC), which establishes specific allowable uses, development standards, and limitations. Development standards typically include requirements related to density, height, lot size, setbacks, and provision of parking.

### Montclair General Plan

The Montclair General Plan policies that are applicable to land use/planning<sup>8</sup> are as follows:

#### Land Use Element

- Policy LU-1.1.2** Prepare and implement Specific Plans for large and unique areas of the community to promote the efficient utilization and consolidation of land.
- Policy LU-1.1.3** Coordinate all planning and development programs in the sphere of influence with adjoining cities and county agencies.
- Policy LU-1.1.4** Participate in and support the regional activities of the Southern California Associated Governments, the San Bernardino Associated Governments, City/County Planning Commissioners Conference, and other such agencies.
- Policy LU-1.1.10** Integrate business park-type uses to provide support to other land uses, where practical and feasible, and to provide a better balance of uses.
- Policy LU-1.1.15** Provide each neighborhood with adequate and convenient public facilities and amenities including schools, parks and recreational facilities.
- Policy LU-1.1.21** Plan and design future residential areas which will provide for a variety of housing types.

#### Housing Element

- Policy 3.3** Encourage and Facilitate Lot Consolidation: The City will encourage and facilitate the consolidation of vacant and underutilized lots for residential development

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<sup>8</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

through a variety of incentives, including, but not limited to: financial incentives such as land write-downs, assistance with on- and off-site infrastructure costs, and other pre-development costs associated with the assemblage of multiple parcels; technical assistance to property owners and developers in support of lot consolidation, including identifying opportunities for potential consolidation and providing available funding and offering development incentives such as reduction in setbacks, parking requirements, and other standards. Consolidation will provide the opportunity to develop vacant and underutilized lots to their fullest potential. The City will evaluate the appropriateness of a variety of incentives and provide this information to the developers and other interested parties through the City's website and print material at City Hall.

#### Community Design Element

- Policy CD-1.1.6** Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.
- Policy CD-1.1.7** Continually review new opportunities for design concepts to be implemented through the zoning ordinance to improve the appearance of parking lots and other areas devoted to automobile use.

#### Air Quality Element

- Policy AQ-2.1.1** Encourage and facilitate mixed use and self-sufficient development which are pedestrian- and transit-oriented. The areas north of the Montclair Plaza and within the Montclair Transcenter have been identified by the "North Montclair Specific Plan" as viable sites for such developments.

## ■ Project Impact Evaluation

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

### ***Analytic Method***

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 AQMP, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning),

the Montclair General Plan, the City's Zoning and Development Code, and the Cable Airport Comprehensive Airport Land Use Plan.

### Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?
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The City of Montclair is a highly urbanized area with well-established communities integrated into the land use plan. Implementation of the Regional Reduction Plan measures selected by Montclair would not physically divide an established community. Measures that encourage transit-oriented development (e.g., Road-1.4) along existing and planned transit corridors would not result in the creation of physical barriers that could divide a community. Park-and-ride lots would be situated close to major highways/arterials, and pedestrian and bicycle network improvements would have limited footprints. These types of features that could be implemented by Montclair under the Regional Reduction Plan reduction measure Transportation-1 would not include any physical barriers that could divide an established community. The GHG Reduction Performance Standard for New Development includes measures that the City would require of new development, which would be integral to the projects, which would not divide an established community. There would be *no impact*.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include the 2012 AQMP, SCAG's Regional Comprehensive Plan and Guide, 2012 RTP and SCS, City Zoning Code, and the Cable Airport Comprehensive Airport Land Use Plan.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.
- Reduce the City of Montclair community GHG emissions to a level that is 20 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City will meet and exceed this goal through a combination of state (~76 percent) and local (~24 percent) efforts. The City actually exceeds the goal with only state/county level actions (101 percent of goal), but has committed to several additional local measures. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Montclair's On-Road, Solid Waste, and Building Energy sectors in 2020. An additional reduction of 21,018 MT CO<sub>2</sub>e will be achieved primarily through the following local measures, in order of importance: Implement

SBX 7-7 (Water-4); Implementation of the Sustainable Communities Strategy (Transportation-1); and Equipment Upgrades at Wastewater Treatment Plants (Wastewater-2). Montclair's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and on-road transportation sectors.

Figure 4.11-2 (Emissions Reduction Profile for Montclair) in Section 4.11.0 (Introduction to the Analysis) shows Montclair's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 20 percent below its 2008 GHG emissions level by 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~76 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.11-3 (Emissions by Sector for Montclair) in Section 4.11.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or "Plan" scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

Table 4.11-3 (Emission Reduction by Sector for Montclair) in Section 4.11.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction ("Plan") results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Montclair exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and on-road transportation sectors.

Figure 4.11-4 (Emission Reductions by Control and by Sector for Montclair) in Section 4.11.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

The Regional Reduction Plan reduction measure Transportation-1, Sustainable Communities Strategy, includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development

patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses. The goals of the Montclair General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Montclair General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element, Community Design Element, Housing Element, and Air Quality Element policies in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. It is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Any facilities developed adjacent to or within the Safety Zone 2 of the Cable Airport pursuant to the Regional Reduction Plan would be required to be consistent with that airport's land use plan policies for land uses adjacent to or within the airport safety zones to obtain approval.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be *less than significant*. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that are in effect for the City of Montclair. There would be *no impact*.

## ■ Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan. While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. The Regional Reduction Plan with respect to consistency with land use plans would be *less than significant*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Movable minerals or an “ore deposit” is defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining and processing the mineral and reclaiming the project area.

The Montclair study area is located on an alluvial fan created by deposits brought down by water movement from the mountain ranges to the north. The material composition of the alluvium is generally gravelly cobbled, or stony, coarse granite that makes excellent sand and gravel resources. Several areas adjacent to the San Antonio Wash have in the past been utilized for surface mining operations restricted to sand and gravel excavation. All operations have subsequently become inactive. The sand and gravel operations have ceased due to the poor economic return realized from current conditions. As extraction operations cut deeper into the earth, the quality of the material declines, thus requiring more costly processing. Mining operations have attained these depths and have resulted in a negative cost/benefit relationship to the mining operation. Additionally, no portion of the planning area contains areas possessing regionally significant aggregate resources.

### ■ Regulatory Framework

#### ***Federal***

#### **United States Department of the Interior, Office of Surface Mining, Reclamation and Enforcement**

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society and the environment from the adverse effects of surface coal mining operations, under which OSM is charged with balancing the nation’s need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and Reclamation Act. OSM works with State and Indian Tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

## Surface Mining Control and Reclamation Act

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

Areas subject to California mineral land classification studies are divided by the State Geologist into various Mineral Resource Zones (MRZ) that reflect varying degrees of mineral potential. The four main classifications are the following:

- **MRZ-1**—Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2**—Adequate information indicates that significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled.
- **MRZ-3**—The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4**—There is insufficient data to assign any other MRZ designation.

## State

### California Department of Conservation

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of Mining Reclamation (OMR), which enforces the Surface Mining and Reclamation Act.

### Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. SMARA (PRC Chapter 9, Division 2) requires the State Mining and Geology Board to adopt state policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in

accordance with the Administrative Procedures Act (Government Code) and are found in California Code of Regulations Title 14, Division 2, Chapter 8, Subchapter 1.

## Local

There are no local regulations pertaining to mineral resources.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- 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
- 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

### Analytic Method

There are no lands managed for mineral resources in Montclair, and implementation of the Regional Reduction Plan in Montclair would not result in the need for mineral resource production. There would be no impact; therefore, detailed analysis is not required.

### Effects Not Found to Be Significant

Threshold	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
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There are no lands currently being managed or protected for mineral resource production in Montclair. There would be *no impact*.

Threshold	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?
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There are no lands currently being managed or protected for mineral resource production in Montclair. There would be *no impact*.

## ■ Cumulative Impacts

Implementation of the Regional Reduction Plan in Montclair would not result in any impacts at the project level. Therefore, there would be *no cumulative impact*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### **Noise Terminology and Effects**

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. Table 4.11.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB  $L_{eq}$ , or the equivalent noise level for that period of time. For example,  $L_{eq(3)}$  would represent a 3-hour average. When no period is specified, a one hour average is assumed. Noise standards for land use compatibility, which are addressed in the General Plan Noise Element and the Municipal Code Noise Control chapter, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level ( $L_{dn}$ ). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours.  $L_{dn}$  is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

**Table 4.11.12-1 Sound Levels of Typical Noise Sources and Noise Environments**

Noise Source (at a Given Distance)	Noise Environment	Scale of A-Weighted Sound Level in Decibels	Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	<u>Hearing damage without protection</u> 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	<u>Threshold of Pain</u> 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	<u>Very Loud</u> 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	<u>Moderately Loud</u> * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	<u>Quiet</u> ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	<u>Just Audible</u>
		10	<u>Threshold of Hearing</u>

**Existing Setting**

In the City of Montclair, the primary source of noise is generated from vehicular traffic on the I-10 freeway and arterial highways such as Central Avenue. Additional noise impacts are produced by the four separate rail lines, which exist both north of Arrow Highway and south of Holt Boulevard. The City also experiences frequent aircraft over flights from both the LA/Ontario International Airport, located east of the City as well as from Cable Airport, located in Upland to the north of the City.

Stationary sources of noises may occur from all types of land uses. Residential uses would generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses would generate noise from heating, ventilation, air conditioning (HVAC) systems, loading docks and other sources. Industrial uses may generate HVAC systems, loading docks and possibly machinery. Noise generated by

residential or commercial uses are generally short and intermittent. Industrial uses may generate noise on a more continual basis due to the nature of its activities. Noise from stationary sources is regulated through the City's Noise Ordinance.

Existing noise levels in the City range from 56.4 dBA  $L_{eq}$  to 73.3 dBA  $L_{eq}$ . Transportation-related noise was the primary contributors to the existing (ambient) environment.

## ■ Regulatory Framework

### **Federal**

#### **Federal Highway Administration**

The Federal Highway Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

#### **Federal Aviation Administration**

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

#### **Federal Transit Administration**

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

## **State**

### **California Department of Transportation**

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

### **California Noise Control Act of 1973**

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

### **California Noise Insulation Standards**

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or  $L_{dn}$ ) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or  $L_{dn}$ ) of at least 45 dBA.

### **California Airport Noise Standards**

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

## California Department of Health Services (DHS)

The effects of noise levels on various land uses were studied by the California Department of Health Services (DHS) Office of Noise Control. Based on that study, the DHS established four categories for to determine the severity of noise impacts on these various land uses.

Table 4.11.12-2 (Land Use Compatibility for Community Noise Exposure) details a compatibility chart for community noise with respect to land use as prepared by the California Office of Noise Control. It identifies four categories of exterior noise levels for different land uses. These categories are, normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Conditionally acceptable indicates that new development of that land use should only be undertaken after a detailed analysis of the noise and required noise insulation features to reduce interior noise levels have been incorporated into the design. A normally acceptable designation, by contrast, indicates that standard development can occur with no special noise reduction requirements.

The state interior and exterior noise standards for varying land uses are included in Table 4.11.12-3 (California Interior and Exterior Noise Standards). This represents standards for interior noise as well as exterior noise within “habitable” areas.

## Regional

There are no regional regulations related to noise.

## Local

### Montclair Noise Ordinance

The City of Montclair Noise Ordinance (Title 6, Chapter 6.12 [Noise Control]) specifies the maximum acceptable levels of noise for land uses in the City. Exterior noise standards for the City of Montclair are displayed in Table 4.11.12-4 (City of Montclair Exterior Noise Standards).

### Montclair General Plan

The Montclair General Plan policies that are applicable to noise<sup>9</sup> are as follows:

- NE-1.1.4** Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
- NE-1.1.7** Review land use patterns in the community noise environment, and amend the Land Use map as appropriate to assure reasonable land use/noise compatibility.

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<sup>9</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

**Table 4.11.12-2 Land Use Compatibility for Community Noise Exposure**

Land Use Category	Use	Exterior Noise Level (CNEL)					
		55	60	65	70	75	80
Residential/ Lodging	Single-Family/Duplex/Mobile homes	CLEARLY ACCEPTABLE		NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE	
	Multi-Family	NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
	Hotel/Motel	NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
Public/ Institutional	Schools/Hospitals/Churches, Hospitals, Nursing Homes	NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
	Auditoriums/Concert Halls	NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE			
Recreational	Sports Arena, Outdoor Spectator Sports	NORMALLY ACCEPTABLE		NORMALLY UNACCEPTABLE			
	Playgrounds, Neighborhood Parks	NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE			
	Golf Courses, Riding Stables, Water recreation, Cemeteries	NORMALLY UNACCEPTABLE		NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE	
Commercial	Office Buildings, business, commercial, and Professional	NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE			
Industrial	Industrial, Manufacturing, Utilities, Agriculture	NORMALLY UNACCEPTABLE		CLEARLY UNACCEPTABLE			

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

-  CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  NORMALLY 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.
-  NORMALLY UNACCEPTABLE—New construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.
-  CLEARLY UNACCEPTABLE—New construction or development clearly should not be undertaken.

<b>Table 4.11.12-3 California Interior and Exterior Noise Standards</b>			
<b>Categories</b>	<b>Land Use Uses</b>	<b>CNEL (dBA)</b>	
		<b>Interior<sup>a</sup></b>	<b>Exterior<sup>b</sup></b>
Residential	Single and multi-family, duplex	45 <sup>c</sup>	65
	Mobile homes	—	65 <sup>d</sup>
Commercial	Hotel, motel, transient housing	45	—
	Commercial retail, bank, restaurant	55	—
	Office building, research and development, and professional offices	50	—
	Amphitheatre, concert hall, auditorium, movie theatre	46	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, warehousing, wholesale, utilities	65	—
	Movie theatres	45	—
Institutional/Public Space	Hospital, school classroom/playground	45	65
	Church, Library	45	—
Open Space	Park	—	65

SOURCE: California Office of Noise Control and the Governor's Office of Planning and Research.

- a. Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors.
- b. Outdoor Environment Limited to:
  - Private yard of single-family dwellings
  - Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
  - Mobile home parks
  - Park Picnic area
  - School playgrounds
  - Hospital patios
- c. Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided in Chapter 12, Section 1205 of the Uniform Building Code.
- d. Exterior noise levels should be such that interior noise levels.

<b>Table 4.11.12-4 City of Montclair Exterior Noise Standards</b>		
<b>Zone</b>	<b>Time</b>	<b>Decibels</b>
Residential	10:00 PM—7:00 AM	45 dB(A)
	7:00 AM—10:00 PM	55 dB(A)
Commercial	10:00 PM—7:00 AM	55 dB(A)
	7:00 AM—10:00 PM	65 dB(A)
Industrial	10:00 PM—7:00 AM	60 dB(A)
	7:00 AM—10:00 PM	70 dB(A)

**NE-1.1.9** All sources of temporary noise shall comply with the City of Montclair Noise Ordinance

**NE-1.2.2** New noise generators shall not be located in the vicinity of noise sensitive receptors unless they can be adequately mitigated. Land use should be zoned such

that high noise generators such as industrial or manufacturing activities are buffered from sensitive uses by moderate uses such as commercial or office uses.

- NE-1.2.3** All sources of stationary noise shall comply with the City of Montclair Noise Ordinance.
- NE-1.2.5** All construction vehicles and equipment, fixed or mobile operated, shall be equipped with properly operating and maintained mufflers.
- NE-1.2.6** Stock piling and/or vehicle staging areas shall be located as far as practical from residential homes.
- NE-1.2.7** The noisiest operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.
- NE-1.2.8** Construction which can impact noise sensitive receptors shall be limited to the hours of 7:00 AM to 8:00 PM. on any given day and provided that the building official determines that the public health and safety will not be impaired.
- NE-1.2.9** Noise impacts from the construction operations shall be reduced during the evening by eliminating back up bells and replacing them with backup strobe lights or other warning devices.

## ■ Project Impact Evaluation

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

### ***Analytic Method***

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

### Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in the Montclair General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. The location or extent of new renewable energy-generating facilities structures such as solar arrays that would potentially be developed under the Regional Reduction Plan and their locations, are not specifically identified in the Regional Reduction Plan. Solar arrays would not generate noise.

The Noise Element of the General Plan provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way (e.g., through setbacks or shielding) that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. Montclair Noise Ordinance (Table 4.11.12-4) and Montclair General Plan Policies would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with the Montclair General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
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Construction vibration that could occur during installation of photovoltaic arrays would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per the Montclair Noise Ordinance to reduce the effect of any groundborne vibration at the sensitive receptor. The Municipal Code further restricts construction activities that occur in close proximity to noise- or vibration-sensitive uses to specific hours of the day. Specific limits on the noise levels associated with construction and mechanical equipment that can be measured at sensitive uses are identified and subject to enforcement. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Montclair General Plan Final EIR. Montclair Noise Ordinance (Table 4.11.12-4) and Montclair General Plan Policies would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional

Reduction Plan would undergo evaluation prior to project approval for consistency with the Montclair General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the Montclair General Plan EIR. Montclair Noise Ordinance (Table 4.11.12-4) and Montclair General Plan Policies would ensure that construction noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with Montclair General Plan policies and standards. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?
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The LA/Ontario International Airport (ONT) is located approximately three miles east of Montclair, in the City of Ontario. However, Cable Airport is located approximately one mile north of Montclair, in the City of Upland. The Regional Reduction Plan does not provide housing or workplaces that would bring people into the vicinity of the Cable Airport Influence Area. Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the Montclair General Plan EIR. Montclair Noise Ordinance (Table 4.11.12-4), Montclair General Plan Policies, and airport compatibility review by the City would ensure that noise impacts to sensitive uses within the vicinity of the airports would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Montclair General Plan policies and standards and airport compatibility. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?
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No private airstrips are located within or in close proximity to Montclair. Therefore, no impact would occur.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant noise and groundborne vibration impacts at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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### 4.11.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a), the 2006–2014 Housing Element (2011), and associated environmental document (1999b). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

#### ■ Environmental Setting

Montclair’s population in 2010 was 36,664 (35,987 in 2008) and is expected to increase to 39,667 by 2020, an increase of 10 percent over 2008. The City expects a 3 percent increase in employment by 2020, one of the lower job growth rates in the region.

Table 4.11.13-1 (Socioeconomic Data for Montclair) presents socioeconomic data for Montclair, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

<i>Category</i>	<b>2008</b>	<b>2020</b>
Population	35,987	39,667
Housing (du)	9,346	10,446
Single-Family (du)	5,366	6,014
Multifamily (du)	3,980	4,432
Employment (jobs)	16,527	17,049
Agricultural (jobs)	37	54
Industrial (jobs)	2,799	3,034
Retail Commercial (jobs)	6,028	5,971
Nonretail Commercial (jobs)	7,663	7,991

du = dwelling unit

Montclair is primarily a residential community. The City is largely built out, with limited areas of vacant land zoned for residential use. There are approximately 39 acres of vacant land, which permit residential development, the majority of which are located within existing residential neighborhoods or along the City’s commercial corridors. Future growth under the General Plan would consist of residential development within the SOI, generally south of State Street and north of Phillips Boulevard.

## ■ Regulatory Framework

### ***Federal***

#### **United States Department of Housing and Urban Development (HUD)**

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the federal Fair Housing Act.

#### **Federal Fair Housing Act**

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

### ***State***

#### **California Housing Element Law**

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The California housing element law (Government Code Sections 65580–65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

#### **Senate Bill 375**

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of

a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

## **Regional**

### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

### **Regional Transportation Plan**

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

## **Local**

### **Montclair General Plan**

The Montclair General Plan policies that are applicable to housing<sup>10</sup> in the context of implementing the Regional Reduction Plan in Montclair are as follows:

#### Land Use Element

- Policy LU-1.1.21** Plan and design future residential areas which will provide for a variety of housing types.
- Policy LU-1.1.22** Maximize the use of remaining residential parcels in the City in accordance with the Land Use Plan.

#### Housing Element

- Policy 4.4** Encourage and Facilitate Lot Consolidation: The City will encourage and facilitate the consolidation of vacant and underutilized lots for residential development through a variety of incentives, including, but not limited to: financial incentives such as land write-downs, assistance with on- and off-site infrastructure costs, and other pre-development costs associated with the assemblage of multiple parcels; technical assistance to property owners and developers in support of lot consolidation, including identifying opportunities for potential consolidation and providing available funding and offering development incentives such as reduction in setbacks, parking requirements, and other standards. Consolidation will provide the opportunity to develop vacant and underutilized lots to their fullest potential. The City will evaluate the appropriateness of a variety of incentives and provide this information to the developers and other interested parties through the City's website and print material at City Hall.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial 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)

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<sup>10</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

### **Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

### **Effects Not Found to Be Significant**

Threshold	Would the project induce substantial 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)?
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Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project would not result in an increased demand for housing nor would it result in permanent employment-generating activities that would generate demand for housing. No extension of infrastructure is proposed. There would be *no impact*.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace existing housing. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be *no impact*.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace people. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be *no impact*.

### **■ Cumulative Impacts**

Because the Regional Reduction Plan would not result in significant impacts on population and housing at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, there would be *no impact*.

### **■ References**

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Montclair from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.11.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.11.17 (Utilities/Service Systems). Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Fire Protection and Emergency Medical Response Services***

##### **San Bernardino County Fire Department**

The San Bernardino County Fire Department (SBCFD) is responsible for firefighting operations within San Bernardino County and coordinates with the City of Montclair Fire Department for local needs within the City. The Office of Emergency Services (OES), a division within the SBCFD is responsible for broad emergency services coordination throughout the county, including the City of Montclair. OES looks broadly at emergency responses affecting the region.

##### **City of Montclair Fire Department**

There are two fire stations that serve the City of Montclair and its Sphere of Influence. The Montclair Fire Department has mutual air and automatic aid agreements with all surrounding communities as well. The Department is also members of the West End Emergency Dispatch Center, along with the cities of Ontario, Chino and Upland. This service provides communication services to fire and other emergency service agencies. Along with fire-fighting and emergency services, the City operates a Fire Safety Prevention Division. This Division is responsible for detailed planning, engineering, and inspection of all commercial and industrial buildings in the City for fire cause and origin investigations; and for the education of the public for fire safety in homes and businesses.

The Montclair Fire Department and AMR, the local ambulance provider, provide emergency medical services to the City and its Sphere of Influence. The planning area is served with an estimated maximum response time of five minutes to the furthest portions of the planning area.

#### ***Police Protection Services***

##### **City of Montclair Police Department**

Police protection services within the City are presently provided by the Montclair Police Department. Unincorporated county areas adjacent to the city limits are served by the San Bernardino County Sheriff's

Department (County Sheriff). These two agencies operate independently within their respective service areas, however, mutual response is provided through a statewide agreement. The City also has mutual response agreements with the California Highway Patrol (CHP), as well as the neighboring cities of Pomona, Claremont, Upland, Chino, and Ontario, and the County Sheriff.

The Montclair Police Department consists of 52 sworn peace officers, 29 civilian employees, including dispatchers and cadets, and seven reserve officers. The Police Department maintains an average response time of less than one minute in 3.5 percent of Priority one emergency calls. The average response time for all Priority One emergency calls is five minutes. The average response time for all calls for service, including emergency and nonemergency calls is, 30 minutes.

## **Schools**

The City of Montclair is served both by the Ontario-Montclair School District (OMSD) and by the Chaffey Joint Union High School District (CJUHS). The OMSD serves more than 22,000 students from Pre-K to 8<sup>th</sup> grade and the CJUHS serves high school students in the region. There are ten elementary schools, two middle schools, and one high school within the planning area.

## **Libraries**

The Montclair Branch Library is located in the Montclair Civic Center and is a branch of the San Bernardino County Library System. In October 1966, with the completion of the newly enlarged library building providing a total 20,200 square feet of space, this facility became one of the largest in the County Library System.

# **■ Regulatory Framework**

## **Federal**

### **Federal Fire Protection Standards**

The National Fire Protection Association (NFPA) Code Section 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

## **State**

### **California Education Codes**

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and

65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

## **Regional**

There are no regional regulations applicable to public services.

## **Local**

### **City of Montclair Municipal Code**

The City of Montclair has adopted the 2010 Uniform Fire Code (Municipal Code Section 10.28.010). Municipal Code Chapter 10.08 regulates site and building development in accordance with applicable building and fire codes.

### **Montclair General Plan**

There are no public services policies that are directly applicable to implementing the Regional Reduction Plan local reduction measures in Montclair.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in 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:
  - > Fire protection and emergency medical response
  - > Police protection
  - > Schools
  - > Libraries

### **Analytic Method**

The reduction measures selected by Montclair in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in adverse environmental

effects related to the provision of fire protection, emergency medical response, and police protection services or schools or libraries.

### Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in 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 fire protection and emergency medical response, police protection, schools, or libraries?
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Demand for fire protection and law enforcement services is generally based on population and land use changes that increase the number of facilities and structures requiring these services. None of the measures selected by Montclair in the Regional Reduction Plan would increase resident population in the City; therefore, service ratios, response times, or performance objectives would not be affected. Implementation of the measures would not result in new or expanded facilities requiring fire protection or law enforcement services; therefore, there would be no demand for new or altered fire or police facilities, the construction of which could result in environmental impacts. Similarly, the demand for schools and libraries is population-based. None of the measures selected by Montclair in the Regional Reduction Plan would increase resident population in the City, requiring the need for new or expanded schools or libraries, the construction of which could result in environmental impacts. Therefore, there would be *no impact*.

### ■ Cumulative Impacts

Implementation of the Regional Reduction Plan measures in Montclair would not result in any project-level impacts. Therefore, there would be *no cumulative impacts*.

### ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. 2011. *City of Montclair 2006–2014 Housing Element Initial Study and Mitigated Negative Declaration*, August 16.

———. n.d. *City of Montclair Municipal Code*.

National Fire Protection Association (NFPA). 2013. NFPA 1710. <http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710> (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from Montclair General Plan (1999a) and associated environmental documents (1999b and 2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Parks and Recreational Facilities***

Montclair currently has established forty-nine acres or 2 percent of the total planning area for park and recreational use. There are currently twelve parks, of which one is undeveloped and is located within the unincorporated area. Several other parks are leased from the Ontario-Montclair School District or the Chino Basin Water Conservation District for use by the City. Montclair, while having no regional parks within its own boundaries, is close to three major regional recreational facilities: Frank G. Bonelli Regional County Park, Prado Regional Park, and Cucamonga Guasti Regional Park. These regional parks offer recreational opportunities including boating, horseback riding, fishing, swimming, camping, golfing, and hiking.

#### ***Trails and Recreational Linkages***

Montclair's trail system currently consists of a 3/4-mile long section of the Class 1 Pacific Electric (PE) Inland Empire Trail, which includes the westerly trailhead at the Los Angeles/San Bernardino County line, and a two-mile long Class 2 bike trail on Mills Avenue between Holt Boulevard and Moreno Street. The PE Inland Empire Trail, which is used for walking, jogging, biking and skating, extends for approximately 19 miles through the cities of Montclair, Upland, Rancho Cucamonga, Fontana and Rialto. As part of a rehabilitation of Mills Avenue along the City's westerly border in 2011, one traffic lane in each direction was removed to accommodate a Class 2 bike lane extending from Holt Boulevard to Moreno Street. The remainder of the City street system generally provides roadway cross-sections that accommodates bicycles in a manner that is typical for urban areas. However, some additional roadways are appropriate for bike lanes.

### ■ Regulatory Framework

#### ***Federal***

There are no federal regulations that are applicable to the provisions of recreation, park, and trail facilities in Montclair.

## **State**

### **Quimby Act**

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

## **Regional**

### **San Bernardino County Regional Parks Division**

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The San Bernardino County Regional Parks division operates the Mojave Narrows Regional Park and Mojave River Forks Regional Park.

## **Local**

### **City of Montclair Municipal Code**

Chapter 3.18 establishes transportation development impact fees on new or redevelopment projects in the City to pay for construction, improvement, and/or modifications to thoroughfares and intersections.

### **Montclair General Plan**

The Montclair General Plan policies that are applicable to recreational facilities<sup>11</sup> that include pedestrian and bicycle trail networks are as follows:

#### Circulation Element

- Policy CE-1.1.8** Continue promotion of the construction of sidewalks in residential areas to provide safe pedestrian circulation.
- Policy CE-1.1.9** Ensure, where possible, the development and maintenance of adequate, efficient, safe and attractive pedestrian walkways between major pedestrian generators.
- Policy CE-1.1.14** Develop a more detailed bicycle route plan. Develop a zoning standard to require bicycle racks at public facilities as well as at commercial centers. Where a bicycle route is proposed along a roadway, consider striping for safety purposes, where possible.
- Policy CE-1.1.15** Encourage the development of a recreational and commuter bicycle trail along San Antonio Wash.

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<sup>11</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Air Quality Element

**Policy AQ-2.4.3** Provide bicycle and pedestrian pathways and facilities to encourage non-motorized trips.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- 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
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

### **Analytic Method**

The reduction measures selected by Montclair in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in environmental effects on existing recreation facilities or through construction of new facilities.

### **Effects Not Found to Be Significant**

Threshold	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
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The demand for existing parks and recreational facilities is based on population. The Regional Reduction Plan would not increase resident population in the City; therefore, implementation of the GHG reduction measures would not affect the demand for and use of existing recreational facilities such that significant adverse environmental effects would occur. There would be *no impact*.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?
-----------	--

The Regional Reduction Plan does not include recreational facilities, but measure On-Road-1 encourages improvements to the pedestrian/bicycle network as a way to help reduce GHG emissions. Policies in the General Plan (Circulation Element Policies 1.1.8, 1.1.9, 1.1.14, and 1.1.15, and Air Quality Element Policy 2.4.3) are consistent with the Regional Reduction Plan goals. In addition, Policy 1.1.15 encourages the development of a recreational and commuter bicycle trail along San Antonio Wash. Pedestrian and bicycle network trail improvements would result in construction, but the physical effects associated with construction (e.g., dust emissions and noise) would not be substantial because trail improvements generally have a small footprint and would be of limited duration. Trails that are constructed in biologically sensitive areas would be required to comply with City policies and applicable federal and state

regulations (see Section 4.11.4 [Biological Resources]) to minimize potential effects on species and habitat. Therefore, impacts would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts on recreation facilities at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Montclair, City of. 1999a. *1999 Montclair General Plan*, April.

———. 1999b. *City of Montclair General Plan Update Program Environmental Impact Report*, April.

———. n.d. *City of Montclair Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.11.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from the Montclair General Plan (1999a) and associated environmental document (1999b), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### **Existing Transportation Network**

The City of Montclair's circulation system includes freeways, rail lines and a roadway network. The main freeways in the area are the San Bernardino Freeway (Interstate 10 [I-10]), Orange Freeway (State Route 57 [SR-57]), Chino Valley Freeway (SR-71), Devore/Ontario Freeway (I-15) and the Pomona Freeway (SR-60). The San Bernardino and Pomona Freeways connect the Inland Valley to the Los Angeles Basin area. The Orange Freeway ties the area to the Orange County metropolitan area. The Devore/Ontario and Chino Valley Freeways connect the Inland Empire to Riverside County. The City's major mode of circulation consists of automobile and public transit. Bicycling, walking, and rail meet secondary transportation needs for the community.

#### **Roadway Network**

The City's circulation system is predominantly oriented to the convenience of the automobile. The form is a gridiron design and consists of four major thoroughfares: Holt Boulevard, Mission Boulevard, Arrow Highway, all oriented in an east-west direction, and Central Avenue, the primary north-south thoroughfare in Montclair. The backbone circulation system is established throughout the City and the sphere of influence areas.

The City's roadway hierarchy consists of Major, Secondary, Collector, Industrial and Local Streets, in addition to Freeways. This classification is intended as a general description only to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks.

#### *Existing Traffic Conditions on the Roadway Network*

Figure 4.11.16-1 (Existing Traffic Volumes) shows the traffic volumes for both the east-west and north-south traffic patterns in the City as included in the Montclair General Plan Update EIR (1999). Holt Boulevard and Arrow Highway experience the highest average daily traffic (ADT) with a high of 28,000

and 27,000 ADT, respectively. Central and Monte Vista Avenues experience the highest daily volumes in north-south directions with 34,000 and 24,000 ADT, respectively.

## **Rail**

Three major rail lines traverse the Montclair planning area. The Union Pacific Railroad (UPRR) is located parallel to and north of State Street in the southern portion of the planning area. The Atchison, Topeka & Santa Fe Railroad (ATSF) is located in the northern portion of the planning area, parallel to and north of Arrow Highway. Its purchase by the Southern California Regional Rail Authority made it possible to extend Metrolink commuter rail service from the Los Angeles Basin to the San Bernardino County area. The UPRR lines are now also serving Metrolink's Inland Valley area, but without stopping in Montclair.

## **Transit**

Within the Montclair area and the whole surrounding basin, public transit is provided by a number of different agencies including Omnitrans, Foothill Transit, Riverside Transit, Metrolink, Amtrak and Greyhound. Also, dial-a-ride and medi-van provide demand/response transit services to senior citizen and the disabled within the area. The Montclair Transcenter conveniently ties the region's fixed route commuter rail and bus service and rideshare program in one centrally located area. Currently, a child care center is operating at the site to serve the commuting public. Additional development at the site, including residential, transit-related services and retail uses are envisioned to occur in the near future.

## **Metrolink**

Commuter train service in the City of Montclair is provided by Metrolink, which operates six commuter rail lines throughout Southern California. Montclair is served by the San Bernardino Line, which links San Bernardino to Union Station in downtown Los Angeles. The Montclair Metrolink Station is located at 5091 Richton Street, near Monte Vista Avenue.

## **Bus Transit**

Bus service is provided to Montclair residents through Omnitrans within the San Bernardino County area, and by Foothill Transit to destinations within the Los Angeles County. The completion of the multi-modal Montclair Transcenter and the continual draw of ridership to and from the Montclair Plaza further complements Omnitrans' bus maintenance and storage facility in the north Montclair area. Currently, there are a total of twelve routes with ties to either the Montclair Plaza or the Transcenter from all directions.

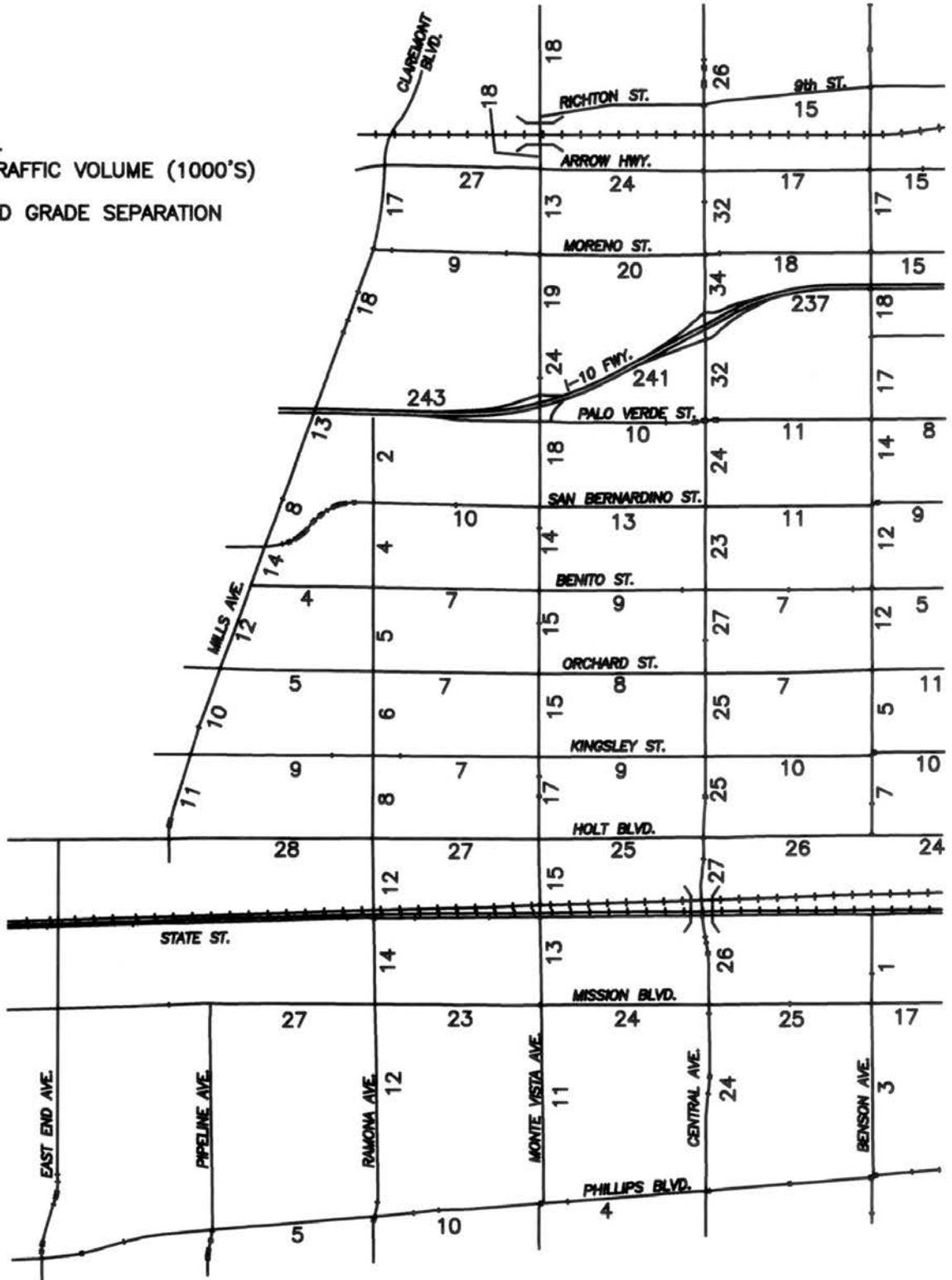
## **Gold Line Light-Rail Transit Line Extension**

The Metro Gold Line is an electric light rail commuter train running with a current route running from Pasadena to East Los Angeles via Downtown Los Angeles. The Foothill Extension will extend the Gold Line route east to the City of Ontario. The first phase of the Foothill Extension, from Pasadena to Azusa, broke ground on June 26, 2010, and will be completed in late 2015. The second phase of the Foothill Extension is currently under CEQA review and will extend the Gold Line from Azusa to

**LEGEND:**

7 = DAILY TRAFFIC VOLUME (1000'S)

 = RAILROAD GRADE SEPARATION



Source: City of Montclair General Plan and EIR.



Figure 4.11.16-1  
Existing Traffic Volumes

Montclair. The third and final phase of construction will extend the Gold Line approximately 8 miles—from Montclair to Ontario—and terminate the line at the Los Angeles/Ontario (ONT) International Airport. The Construction Authority completed a study to understand the feasibility of extending the line from Montclair to ONT in 2008. An Initial Study was completed and concluded that extending the line was feasible and provided a number of potential route options.

## **Bicycle Circulation**

The City of Montclair has integrated bicycle planning into overall transportation planning. A Class 1 bike trail, the Pacific Electric Inland Empire Trail, runs along the City's northerly boundary, and a Class 2 bike trail is striped in both directions on a two-mile section of Mills Avenue from Holt Boulevard to Moreno Street along the City's westerly boundary. Throughout the remainder of Montclair, cycling is considered safe, and therefore, encouraged both as a form of transportation or recreation.

## **■ Regulatory Framework**

### ***Federal***

#### **United States Department of Transportation**

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C. headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

### ***State***

#### **California Department of Transportation**

The California Department of Transportation (Caltrans) manages the state highway system and freeway lanes, provides inter-city rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and the Equipment Service Center.

## California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves metropolitan planning organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

### Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the MPOs; the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

## Regional

### Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

### Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.

- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

## Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-

friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **San Bernardino Associated Governments (SANBAG)**

SANBAG is an association of local San Bernardino County governments. It is the MPO for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County

### **Congestion Management Program**

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2012.

### **Passenger Rail Short-Range Transit Plan**

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs,

deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

## San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan (NMTP) provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County NMTP. The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

### Local

#### City of Montclair Municipal Code

Title 8 (Vehicles and Traffic) of the Municipal Code includes traffic regulations and regulations regarding bicycles, pedestrians. Special speed zones, parking requirements and traffic control devices are also addressed in Title 8. Street designations and traffic enforcement regulations are also included. Title 11 establishes development standards, parking requirements, and identifies schedules of fees for new developments.

#### Montclair General Plan

The Montclair General Plan contains the following policies regarding transportation, mobility and traffic<sup>12</sup>:

##### Circulation Element

- Policy CE1.1.1** Ensure the construction of a variety of street types, each designated to serve a specific circulation function and to thus provide for adequate service to the community. These routes include freeways (including on- and off-ramps), divided arterial, arterial, major, secondary, enhanced collector, industrial collector, collector and local streets.
- Policy CE1.1.2** Protect street traffic capacities by controlling access points from adjoining land and by restricting on-street parking when and where necessary.
- Policy CE1.1.3** Discourage commercial, industrial, and through traffic from traveling on local residential streets.
- Policy CE1.1.5** Promote the beautification of streets by promoting and maintaining a tree planting, tree replacement, tree maintenance and landscaping program on all

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<sup>12</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

streets, with special emphasis on the entrance to the city, to screen from view service road areas, and along major/minor roadway corridors and median dividers.

- Policy CE1.1.6** Keep traffic on all streets in balance with the capacity of the circulation system by regulating the intensity and density of land use in conformity with Level of Service “D” or better performance during typical weekday peak hours.
- Policy CE1.1.7** Coordinate the local circulation system with adjacent communities, the county and the state.
- Policy CE1.1.8** Continue promotion of the construction of sidewalks in residential areas to provide safe pedestrian circulation.
- Policy CE1.1.9** Ensure, where possible, the development and maintenance of adequate, efficient, safe and attractive pedestrian walkways between major pedestrian generators.
- Policy CE1.1.10** Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators, such as the Montclair Transcenter and potential Metrolink station on the Riverside Line.
- Policy CE1.1.11** Establish and review improvement priorities for dealing with problem intersections and traffic-impacted circulation.
- Policy CE1.1.12** Establish and review priorities for grade separations at roadway and railroad crossings. Sources of funding should be explored for these improvements.
- Policy CE1.1.14** Develop a more detailed bicycle route plan. Develop a zoning standard to require bicycle racks at public facilities as well as at commercial centers. Where a bicycle route is proposed along a roadway, consider striping for safety purposes, where possible.
- Policy CE1.1.15** Encourage the development of a recreational and commuter bicycle trail along San Antonio Wash.
- Policy CE1.1.16** Develop a program for improved freeway service that includes ramp improvements at Monte Vista Avenue.

### **City of Montclair Intersection Analysis Criteria**

The City of Montclair uses the Intersection Delay Methodology found in the 2000 Highway Capacity Manual (HCM) in analyzing intersections. This method calculates vehicle delay based on the capacity of the intersection, with the length of delay defining the level of service (LOS) at the intersection. The LOS is a qualitative and quantitative measure that describes the operational conditions and a motorist’s and/or passenger’s perception of travel conditions. LOS is designated a letter from A to F, with LOS A representing free flowing traffic conditions and LOS F representing the worst-case scenario with forced flow low operating speeds. Roadway performance is controlled by the performance of intersections, and more specifically, by intersection performance during peak hours. This is because traffic control at intersections interrupts traffic flow that would otherwise be relatively unimpeded. Thus, LOS typically depends on the quantity of traffic at the intersection.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

### **Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's RTP with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

### **Effects Not Found to Be Significant**

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
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Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the Montclair General Plan policies related to mobility. The Circulation Element contains a number of goals and supporting policies that would provide an integrated and balanced multi-modal transportation network to meet the needs of all users. They provide a

transportation system that includes connected transit, bicycle, and pedestrian networks. Additionally, the General Plan requires coordination with local authorities and other jurisdictions on regional transportation issues. The General Plan Circulation Element Policy CE1.1.10 ensures VMT reduction through greater transit opportunities and ridership. The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) furthers this policy of transit and transit-oriented development within the city, and Transportation-2 (Smart Bus Technologies) requires the City of Montclair to work with Omnitrans in implementing the BRT routes throughout the City. In addition the Regional Reduction Plan reduction measure Transportation 1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with a number of the General Plan policies including Policies CE-1.1.14, CE-1.1.15, and CE-1.1.8. These policies call for an integrated and connected transportation network that facilitates safe and convenient bicycling and walking citywide. The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, the SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials

Implementation of the Montclair reductions measures include energy efficiency standards for new development, energy efficiency upgrades for existing buildings, water conservation measures, and waste diversion programs that would not generate new vehicle trips in the City. Construction of any new renewable energy infrastructure would require review by City Planning staff for approval to ensure that the improvements do not interfere with planned transportation facilities. Energy-producing facilities needed for implementation of the Regional Reduction Plan would be required to incorporate appropriate setbacks as specified in the Municipal Code to ensure there would be no impact to transportation routes as a result of implementation of the proposed project.

Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Montclair, the CMP and Caltrans. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
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The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in

2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CMP roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CMP-designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

The City of Montclair has a level of service standard of LOS D or better at all intersections within the City, while the San Bernardino County CMP uses an LOS standard of LOS E or better for CMP-designated roadways. Existing regulations require that development and redevelopment projects are reviewed by the City and comply with the City's LOS D standard. Therefore, the LOS levels are not expected to lead to LOS E or worse. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
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The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be *no impact*.

Threshold	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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The proposed project does not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Energy-producing facilities needed for implementation of the Regional Reduction Plan would consist of solar installation for new housing. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency upgrades, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by City Planning to ensure adequate ingress and egress along these roadways. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
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As described above, the Regional Reduction Plan reduces transportation related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In

particular the Regional Reduction Plan furthers the General Plan Policies listed in the Circulation Element, meant to improve and integrate the bicycle and pedestrian circulation system; and furthers the goals of the San Bernardino County Non-Motorized Transportation Plan. In addition the Regional Reduction Plan implements the SCS in the SCAG RTP, and the Montclair Circulation Element policies meant to improve the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review and approval by City Planning and Engineering staff to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

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## 4.11.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities/service systems (water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste; and energy) in the City of Montclair from implementation of the Regional Reduction Plan. Data for this section were taken from the Montclair General Plan (1999a), associated environmental document (1996b), the Monte Vista Water District (MVWD) 2010 Urban Water Management Plan (2011), and the MVWD 2011 Recycled Water Master Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities/service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Potable Water Supplies and Service Systems***

The City of Montclair sits on the Chino Groundwater Basin and in the Santa Ana River Watershed. The City of Montclair water supply is derived from a combination of local and imported water, provided by MVWD. The District's service area includes the City of Montclair, portions of the City of Chino, and unincorporated areas of San Bernardino County. At the current time, the District relies on approximately 75 percent of its water supply from groundwater and other local supplies and 25 percent from imported water (MVWD 2011a). The District is dependent on four sources for its long-term water supply. These sources include the groundwater produced from the Chino Groundwater Basin; imported State Water Project surface water received from Metropolitan Water District of Southern California (MWD) through the Inland Empire Utilities Agency (IEUA) and Water Facilities Authority (WFA); entitlement water deliveries from San Antonio Water Company including groundwater produced from local adjudicated groundwater basins and surface water produced from the San Antonio Creek Watershed; and recycled water from IEUA.

According to MVWD 2010 Urban Water Management Plan, the District's projects show that District can expect its available supplies to significantly exceed anticipated demands over the 25-year planning period. As a result of these surplus supplies, the District should not experience any problems in meeting its demands during normal, single or multiple dry year scenarios during the next 25 years.

#### **Water Distribution Systems**

The City water system infrastructure is governed by MVWD Water and Recycled Water Master Plan.

##### *Potable Water Distribution*

The District's retail water distribution system serves four separate pressure zones and includes approximately 194 miles of water distribution mains ranging in size from four to 42 inches in diameter, six reservoirs with a combined capacity of 12 million gallons, and seven active pump booster stations used to boost water throughout the system. The District currently has 13 active groundwater wells with a combined capacity of approximately 30 million gallons per day (mgd) (MVWD 2011a).

The District currently has six emergency interconnections with neighboring water agencies: Golden State Water Company (formerly Southern California Water Company) and the cities of Chino (x3), Upland, and Chino Hills. Over the last two decades, only the interconnection with Golden State Water has ever been activated, at which time the District delivered water to Golden State Water. The District has also discussed installing interconnections with the City of Ontario (MVWD 2011a).

### *Recycled Water System*

The District receives recycled water from IEUA's wastewater treatment plants. IEUA operates four regional wastewater treatment plants that produce disinfected and filtered tertiary treated recycled water in compliance with California's Title 22 regulations. IEUA's facilities serve eight contracting agencies including the City of Montclair. The source of recycled water for the District service area is the IEUA San Antonio Channel Pipeline which is fed by IEUA Wastewater Reclamation Regional Plant No. 4 (RP-4). The supply capacity of RP-4 is currently 14.0 mgd and according to IEUA planning documents, RP-4 is expected to continue ramping up capacity accordingly (MVWD 2011b).

### **Wastewater Collection and Treatment**

Sewage treatment and disposal within the Chino Basin and the City of Montclair is the responsibility of IEUA. In addition to providing primary, secondary and tertiary sewage treatment, IEUA owns and maintains the regional interceptor sewers that collect and transport waste to its treatment plants. IEUA, in accordance with the "Regional Service Contract and Pretreatment Agreement," is responsible for the treatment and disposal of tributary sewage flows from the City of Montclair. In addition, IEUA provides treatment and disposal of sewage for the cities of Chino, Chino Hills, Fontana, Ontario, Upland, as well as the Cucamonga County Water District and state institutions within the Chino Basin. IEUA's Westside Interceptor collects essentially all of the reclaimable wastewater generated within the city. The interceptor extends from the City of Upland's western limits south across the western portion of the City, intercepting City-owned and maintained trunk sewer facilities and the Cities of Chino and Upland, to IEUA's Carbon Canyon Plant located in South Chino (Montclair 1999a).

Sewage from the City of Montclair and its sphere of Influence is treated at two different locations by IEUA. The vast majority of the City's domestic sewage is transported by the Westside Interceptor to the Carbon Canyon Plant in Chino. This plant can currently treat approximately 10 mgd, and is presently operating at 95 percent capacity (9.5 mgd). Most of the treated effluent from the Carbon Canyon Plant is discharged into Chino Creek and flows south, eventually entering Orange County. A small portion of the effluent, approximately 0.2 mgd, is transported by the Montclair Interceptor to Regional Plant No. 1 in South Ontario (Montclair 1999a).

IEUA also operates a non-reclaimable wastewater line that exports industrial and other non-reclaimable wastes from the Chino Basin. This line extends in an east/west direction south of Montclair into Los Angeles County where it is maintained by the Los Angeles County Sanitation District. The line continues to Harbor Island for treatment and eventual ocean disposal (Montclair 1999a).

## **Solid Waste**

The City, in 1993, entered into an exclusive refuse collection and disposal agreement with Burrtec Waste Industries, Inc. after many years of similar contractual arrangement with Monte Vista Disposal Company, which sold its interest to another firm. This agreement applies to both residential and commercial refuse collection and disposal services within the incorporated areas. The primary disposal facility for the City is the Milliken Landfill, which is owned by San Bernardino County and operated by Norcal. The City has implemented and explored many strategies aimed at solid waste source reduction, aggressive recycling programs and education, other methods of refuse disposal (such as rail transport to remote site) and trash incineration (Montclair 1999a).

Since the year 2000, the California Integrated Waste Management Board (CIWMB) has required all jurisdictions to divert at least 50 percent of their waste from going directly to landfills (Public Resources Code Section 41780). The City's diversion rate for 1999 was 38 percent, and for 2000 was 45 percent (CIWMB 2002).

## **Electricity**

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. This is forecast to remain constant through 2016 (CEC 2007).

## **Natural Gas**

The Southern California Gas Company (SoCalGas) provides natural gas service to the City of Montclair. SoCalGas has gas mains throughout urbanized areas of the City.

## **Telephone and Communications**

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Montclair, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

For Internet service, transmission can be obtained through the phone lines for dial-up coverage or by broadband providers. Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

## ■ Regulatory Framework

Utilities within the City of Montclair tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

### **Federal**

#### **Safe Drinking Water Act**

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)

#### **Federal Energy Regulatory Commission (FERC)**

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

#### **Federal Communications Commission (FCC)**

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

### **State**

#### **California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)**

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

#### **California Health and Safety Code Article 1 (Pure and Safe Drinking Water)**

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water

purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

### **Senate Bills 610 and 221 Water Supply Assessment and Planning**

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

### **California Water Code Sections 10610–10656**

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent. The Monte Vista Water District UWMP is a foundational document for compliance with both SB 610 and SB 221.

## **Assembly Bill 939—Integrated Waste Management Act**

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

## **California Energy Commission (CEC)**

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

## **Regional**

### **Southern California Association of Governments (SCAG)**

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

### **County of San Bernardino Solid Waste Management Division (SWMD)**

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

## **Local**

### **Source Reduction and Recycling Element**

The Source Reduction and Recycling Element (SRRE) is the City's primary planning mechanism for solid waste diversion. This document was prepared in accordance with AB 939 to identify strategies for meeting the mandated 50 percent diversion rate. The source reduction component of the plan identifies methods such as use of reusable items as opposed to disposable items to remove products from the waste stream. The four categories of source reduction activities are education/technical assistance, rate structure modifications, economic incentives, and regulatory measures. The recycling component of the plan identifies existing and proposed programs to increase recycling efforts. Additional items addressed in the plan include composting and special wastes.

### **City of Montclair Municipal Code**

Municipal Code Chapter 11.60 (Water-Efficient Landscaping and Conservation) promotes the use of low-water-use plants to reduce or eliminate water waste through design standards and plan reviews.

Municipal Code Chapter 9.24 (Storm Drain System) (referred to as Stormwater Ordinance) sets standards and requirements for storm drain permits, inspection and maintenance of City storm drain system, and regulates discharge into the system. Additionally, the Code calls for controlling sediment and erosion of construction sites. The City implements its MS4 Permit through the Stormwater Ordinance.

Municipal Code Chapter 6.16 (Refuse Collection and Disposal) regulates the collection, transportation, and disposal of any garbage, refuse, rubbish, or waste material in the City.

Municipal Code Chapter 11.73 (Wireless Telecommunications Facilities) establishes standards for the review, siting and development of wireless telecommunications facilities on public and private property throughout the City. The regulations set forth in this chapter are intended to protect and promote the public health, safety and general welfare, and to promote and enhance the aesthetic qualities of the community as set forth in the goals, objectives and policies of the General Plan, while concurrently allowing for the orderly and efficient development of a wireless telecommunications infrastructure in accordance with the Federal Telecommunications Act of 1996.

Municipal Code Chapter 11.46 (Antennas and Satellite Dish Antennas) is enacted in order to control the location and design of antennas and satellite dish antennas in order to protect the public health, safety and welfare and to maintain community design objectives. It is recognized that large antennas and satellite dish antennas improperly located may pose a form of aesthetic blight on the community, in that the appearance of many antennas is in conflict with architectural standards required of developments within the community. Further, it is recognized that the location of antennas at certain heights and placement may constitute a hazard to the surrounding community. Zoning regulations pertaining to antennas are required in order to control the size and location of these objects in order to minimize aesthetic blight and to ensure proper location, attachment, and structural integrity thereby protecting the public health, safety and welfare.

## Montclair General Plan

The Montclair General Plan policies that are applicable to the development of infrastructure pertinent to utilities and service<sup>13</sup> systems include:

- **Building Energy**—Construct homes utilizing full insulation and weatherization standards as required by State and federal regulations.

Design subdivisions which will provide adequate solar access for planned and future use of solar energy. Subdivision designs which best provide for solar access include a predominant east/west street pattern, orientation of the major access of homes so as to align within 25 degrees of due south, and provide adequate open space to the south of each home so as to provide a “window” to the sun.

- **Water Conservation**—Incorporate water conservation planning and design into the construction of homes. Low-flow water restrictors and the use of native, drought-resistant plant materials are ways of accomplishing this conservation.

The City has enacted a Landscape Water Conservation Ordinance and encourages drought resistant planting designs for new developments.

- **Solid Waste Management**—Make use of refuse separation techniques and collection points in order to recycle such items as aluminum, glass, and paper.

The City has approved privately-owned commercial and industrial recycling facilities, which divert numerous materials from landfill disposal. These materials include household containers and materials, as well as concrete, asphalt, and aggregate materials.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities/service systems if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments

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<sup>13</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

### **Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

### **Effects Not Found to Be Significant**

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns. California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. Therefore, there would be *no impact*. No further analysis is required.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be *no impact*. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in

transit-oriented areas and the bicycle and pedestrian infrastructure consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially change the drainage patterns on any site within the City. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that 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?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
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Implementation of the Regional Reduction Plan includes solid waste diversion that would reduce the amount of waste currently going to landfills. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?
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Implementation of the Regional Reduction Plan includes solid waste diversion. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

California Energy Commission (CEC). 2007. *The Role of Land Use in Meeting California's Energy and Climate Change Goals*. Report CEC-600-2007-008-SD.

California Integrated Waste Management Board (CIWMB). 2002. *Board Meeting Minutes November 19-20, 2002, Agenda Item 10*.

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.11.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

### ■ Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- Have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

### ■ Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in 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.”

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.11-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Monclair), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

### ■ Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

### ■ Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.11.1 through 4.11.17 of this EIR.

## ■ Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.11.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

## ■ Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.11.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

## ■ Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.11.3, 4.11.6, 4.11.8, 4.11.9, 4.11.12, 4.11.13, 4.11.14, 4.11.16, and 4.11.17 of this EIR, respectively.

## ■ References

Kostka, Stephan L. and Michael H. Zischke. 2005. *Practice under the California Environmental Quality Act*.

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