



MONTCLAIR

CITY OF MONTCLAIR

GENERAL PLAN

Lead Agency
CITY OF MONTCLAIR
COMMUNITY DEVELOPMENT DEPARTMENT

5111 Benito Street
P.O. Box 2308
Montclair, California 91763
(909) 625-9430

In cooperation with
L. D. KING, INC.
2151 Convention Center Way, Suite 100B
Ontario, California 91764-4464
(909) 937-0200



EXISTING SETTING REPORT

Montclair City Council

Paul M. Eaton, Mayor
Leonard Paultiz, Mayor Pro-Tem
Carolyn Raft, Councilwoman
J. John Dutrey, Councilman
Bill Ruh, Councilman

Montclair Planning Commission

Maynard Lenhert, Chair
Donald Vodvarka, Vice-Chair
Luis Flores
Sergio Sahagun
Tenice Johnson

General Plan Citizen Advisory Committee

Paul Kielsmeier
Rosa Rangel
Dale Rose
Art Van Deventer
Maynard Lenhert
Tenice Johnson (Former Member)

City Manager

Lee C. McDougal

General Plan Project Team

Robert Clark, Director of Community Development
Jim S. Lai, Associate Planner
Carol Frazier-Burton, Community Development Coordinator
Kathy Gaeta, Departmental Secretary (Former Member)
Hal Fredericksen, City Planner (Former Member)

Consultants

L.D. King, Inc.
RKJK & Associates, Inc.

**1999 Montclair General Plan
Existing Setting Report**

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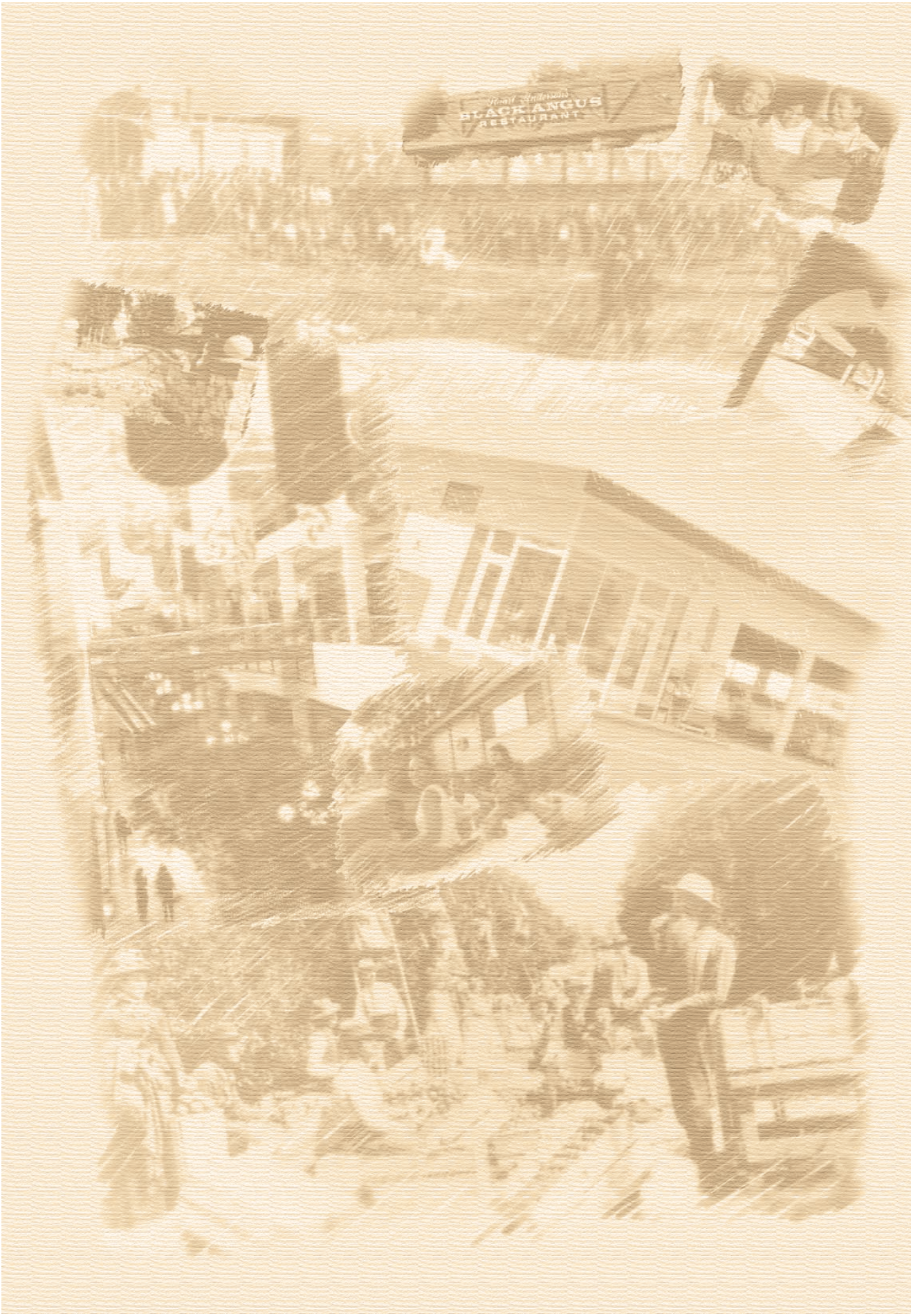
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CHAPTER 1



CHAPTER 1

INTRODUCTION

The "City of Montclair General Plan" (General Plan) is intended to provide direction for future development of the City of Montclair (City) and its Sphere of Influence. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City's development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans. The General Plan should be viewed as a dynamic guideline to be refined as the physical environment of the City's changes.

Formulation of the General Plan began with a reassessment of the current physical, social, and economic resources and data of the community as a platform to evaluate its strength, opportunities, limitations, and constraints. A detailed analysis of all issues facing the City and identification of potential strategies for managing future growth and change was prepared. The exercise also requires a consolidation and update of the previously adopted elements of the Montclair General Plan. The results of this effort are presented in this document entitled "Existing Setting Report" which describes current conditions within the study area.

Citizen input and participation during the entire General Plan process has been a critical element in order to truly reflect the sentiments and desires of the community. The Plan, with its adopted goals, policies, and programs will definitely play a vital role in shaping the community and affect every resident and business in the way they live or work.

General Plan Elements

The State of California Government Code mandates that each General Plan must

address seven basic elements: land use, circulation, housing, conservation, open space, noise and safety. (Government Code Section 65302) Other optional elements can be adopted depending on community characteristics and needs. The "Existing Setting Report" is organized around three major issues that are in turn broken down into many topics and subjects for in-depth analysis. The three major issues identified are: (1) Land Use and Development issues; (2) Public Health and Safety issues; and (3) Environmental Resources. More specifically, the Montclair General Plan includes the following mandated and optional elements:

- The **Land Use Element** designates the general distribution, location, and extent (including standards for population density and building intensity) of the use of land for housing, business, industrial, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.
- The **Circulation Element** identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and public facilities.
- The **Public Safety Element** establishes standards and plans for the protection of the community from fire, seismic and geological hazards.
- The **Noise Element** examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.
- The **Public Utilities and Facilities Element** coordinates the location, size, type and standards for public utilities (water, electricity, telephone, sewer, and gas), as well as public facilities (schools, civic center, post office, parks and fire stations), with the land uses designated in the General Plan.

- The **Air Quality Element** addresses the regional air quality and mitigation measures the community is participating in to reduce the emission of air pollutants.
- The **Conservation Element** provides for the conservation, development, and use of natural resources, including water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.
- The **Open Space Element** details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.

boundaries on the east. Immediately to the south of the City limits is an unincorporated portion of San Bernardino County and further south lies the City of Chino (see Figures I-1).

For the purposes of this study, the Montclair planning area includes the 5.21 square miles within the City and 1.27 square miles within the unincorporated areas generally located south of State Street comprising the Montclair's "Sphere of Influence." The total amount of land in the entire planning area equals approximately 6.48 square miles. (See Figure I-2)

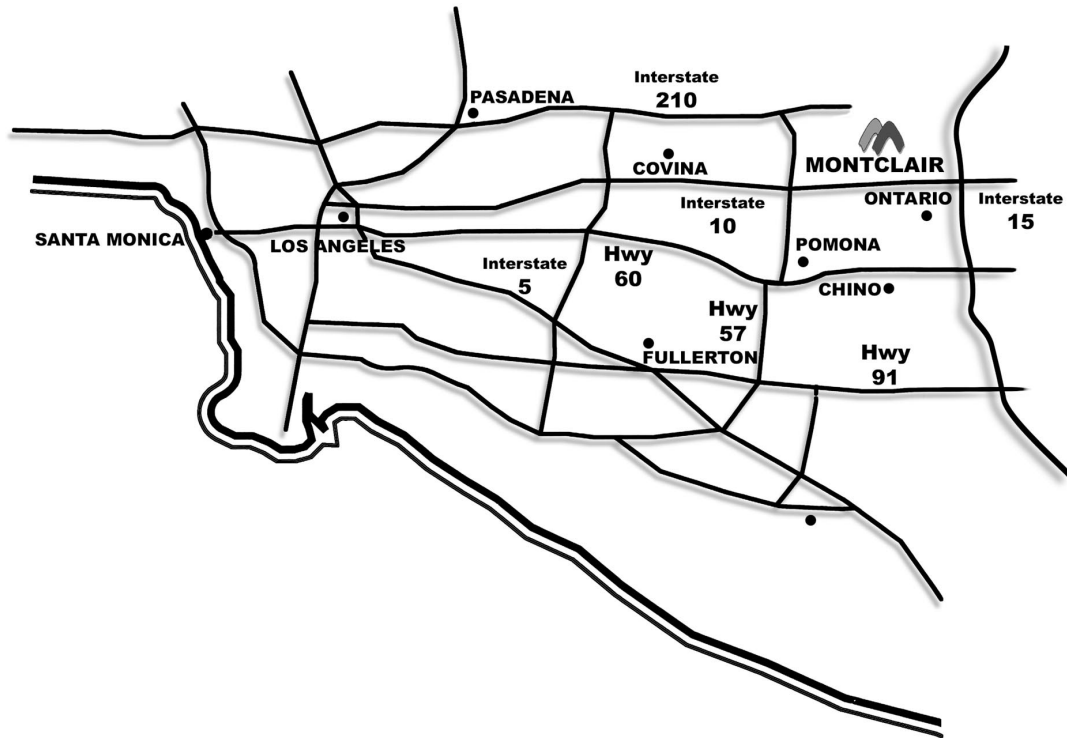
Existing Setting

Montclair is located at the western end of San Bernardino County, approximately 35 miles to the east of downtown Los Angeles and 30 miles west of the San Bernardino Civic Center. The western boundary of the City is contiguous with the Los Angeles County line. This same line separates Montclair from the communities of Pomona and Claremont, both of which are located within the Los Angeles County. The City of Upland borders Montclair on the north and east. The City of Ontario also has common



Figure I-1

CITY OF MONTCLAIR GENERAL PLAN



VICINITY MAP





Figure I-2

CITY OF MONTCLAIR GENERAL PLAN



AERIAL VIEW

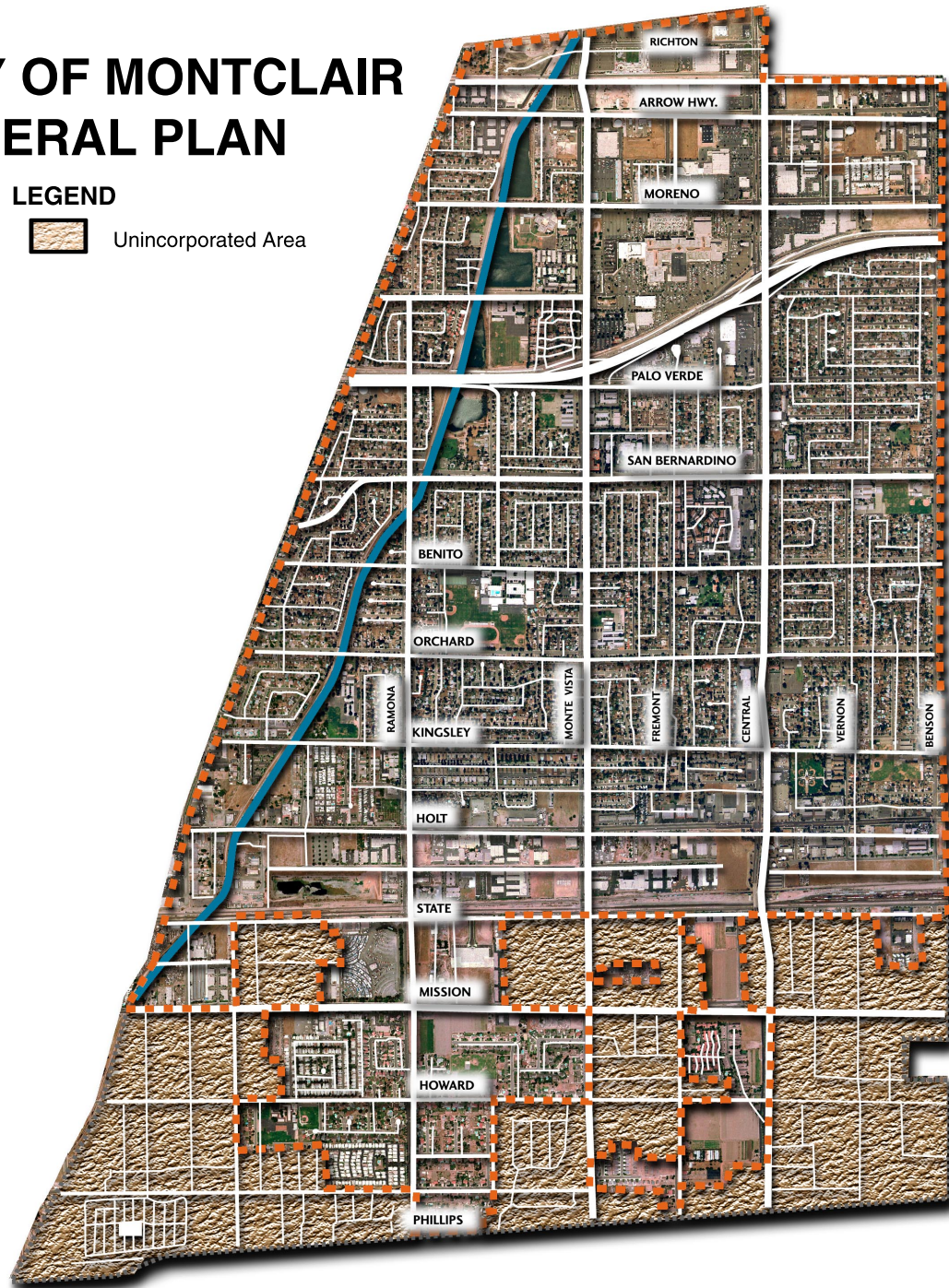


Figure I-3

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

 Unincorporated Area



SPHERE OF INFLUENCE



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CHAPTER 2



CHAPTER 2

DEVELOPMENT ISSUES

INTRODUCTION

Planning for the future must be based upon an understanding of existing conditions as well as the direction of growth, change, and development. It is, therefore, important to understand Montclair's social and man made environments. It is necessary to analyze the interaction between the existing land uses, the people, the existing housing, economic forces, and the need for the provisions of public services and facilities that form the City of Montclair. The purpose of this chapter is to describe:

- How land in Montclair has been and is being used.
- The general demographic characteristics of Montclair's residents.
- Recent population trends.
- The types of housing available in Montclair.
- The condition of local housing stock.

- The economic forces which affect the livelihood of Montclair's business sector.
- Employment trends.
- The types and status of the public utilities and facilities provided in the City of Montclair.

LAND USE

The way in which a community uses its land tends to reveal the character of that community. An inventory of the various uses within Montclair and an analysis of land use trends were undertaken to reveal planning deficiencies and opportunities, population distribution, adequacy of public services and utilities, and much of the other basic information needed for the preparation of a comprehensive General Plan. Facts about past and present land uses also serve as a basis for analyzing the effectiveness of existing housing patterns.

Prior to its incorporation, the Montclair area was a greenbelt of citrus groves located between the growing communities of



Pomona and Ontario. When development began, the area was under the jurisdiction of San Bernardino County. Years later, after much urban development, the area required the supervision of local government and thus incorporated. Montclair officially incorporated with its enabling power as a general law city on April 25, 1956.

information was subsequently measured and a complete tabulation of the quantity of land in each of the land use classifications is presented in this 1998 General Plan update. The latest land use data is presented in Table II-1 of this chapter. The comparison of land use and other relevant data helps to reveal a pattern of development, which occurred over the past decades.



During the early years of incorporation, the City's development standards were modified and molded to the needs and desires of the community. Today the City's system for controlling and guiding development is much more sophisticated than it was in those early days, but the effect of the earlier development standards and development prior to incorporation is still evident.

The most outstanding land use characteristic north of the San Bernardino (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.

Since the preparation of the 1983 General Plan, the City had conducted a comprehensive survey of every parcel of land within the study area. The 1997 land use survey, conducted by the Planning staff generated significant information and data base which have been inputted into a Geographic Information System (GIS) consistent with the County's Assessor's parcel mapping system. All land use

South of the I-10 Freeway to Holt Boulevard, residential neighborhoods are the most predominant. Between Holt Boulevard and Mission Boulevard, a commercial and industrial atmosphere prevails. 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.



Land Use by Type

The Montclair planning area includes approximately 4,142 acres or 6.47 square miles of which about 83 percent or 5.1 square miles is fully developed. The remainder consists of vacant and agricultural lands. Most of these can be found south of Holt Boulevard, which also includes the unincorporated areas under the jurisdiction of San Bernardino County.

If Montclair were to be classified by its major use, it would be viewed as a residential community. Nearly 55 percent of the study area's 3,894 acres is devoted to residential uses. Commercial land uses, while accounting for only 9 percent of Montclair's land area, comprise its most dominant use. The Montclair Plaza, Entertainment Plaza, the auto dealerships and surrounding commercial uses with their high visibility from the I-10 Freeway, have helped create an image for Montclair as a regional

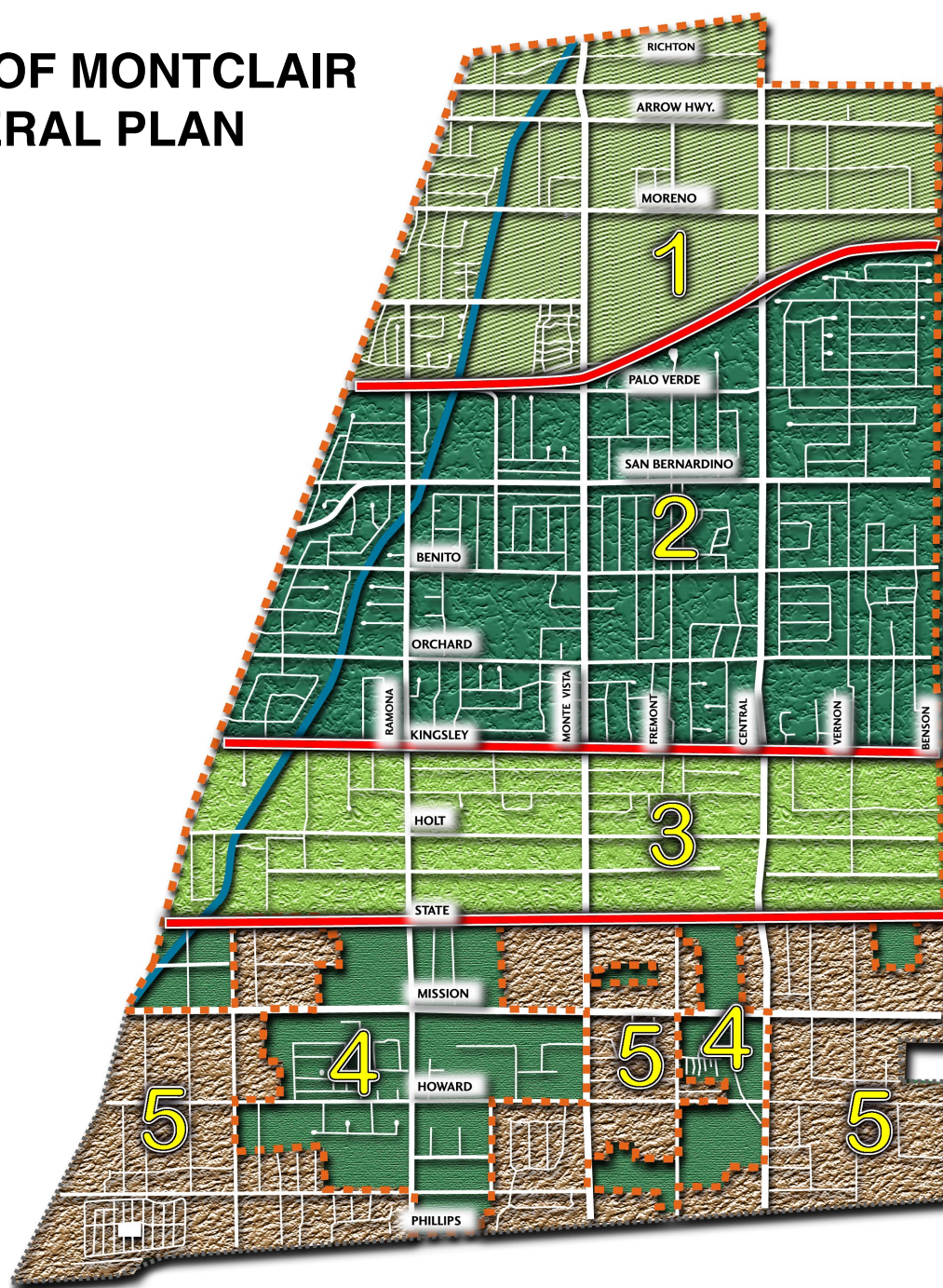
commercial hub. Industrial and related land uses occupy only 7 percent of the study area.

Agricultural land occupies 177 acres or four percent whereas vacant land occupies 478 acres or 12 percent of the city's total land area. Agricultural and vacant land occupy only 177 acres or four percent and 478 acres or 12 percent respectively. These numbers represent approximately half of the area occupied by each of these uses in 1983.

To further analyze land use patterns and development trends, the Montclair study area has been divided into five subareas (see Figure II-1). Boundaries for the subareas were selected to reflect the 1990 federal census tracts as well as the most current City boundaries. While it is not possible to maintain the exact same subarea boundaries from previous General Plans, the subareas of this General Plan are intended to correspond with census tract boundaries. This will allow for good data comparison and

Figure II-1

CITY OF MONTCLAIR GENERAL PLAN



SUB AREAS

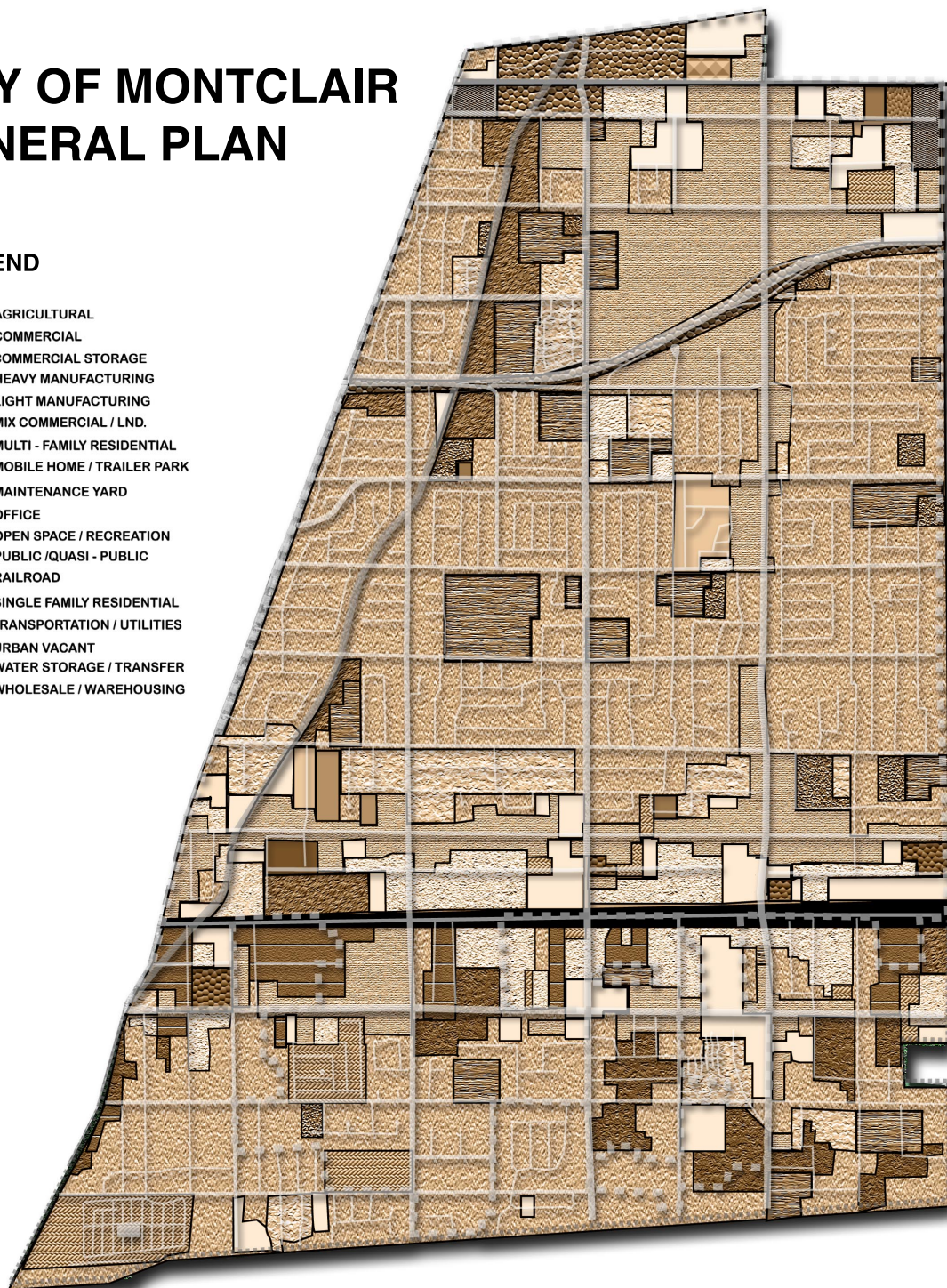


Figure II-2

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

- AGRICULTURAL
- COMMERCIAL
- COMMERCIAL STORAGE
- HEAVY MANUFACTURING
- LIGHT MANUFACTURING
- MIX COMMERCIAL / LND.
- MULTI - FAMILY RESIDENTIAL
- MOBILE HOME / TRAILER PARK
- MAINTENANCE YARD
- OFFICE
- OPEN SPACE / RECREATION
- PUBLIC /QUASI - PUBLIC
- RAILROAD
- SINGLE FAMILY RESIDENTIAL
- TRANSPORTATION / UTILITIES
- URBAN VACANT
- WATER STORAGE / TRANSFER
- WHOLESALE / WAREHOUSING



EXISTING LAND USES



TABLE II-1**CITY OF MONTCLAIR
1997 LAND USE BY SUB AREA IN ACRES**

LAND USE CATEGORIES	Subarea 1	Subarea 2	Subarea 3	Subarea 4	Subarea 5	Total, Subareas 1-5
Single-family Residential	142.10	1021.34	66.70	182.02	381.15	1793.31
Multi-family Residential	35.83	60.79	97.81	22.10	24.40	240.93
Mobile Home Park	10.13	0.00	18.62	53.90	56.73	139.38
Commercial	247.73	79.01	172.55	49.06	54.49	602.84
Commercial Storage	0.00	0.00	12.99	9.98	0.12	23.09
Mixed Commercial/Industrial	17.70	0.00	0.27	0.00	2.02	19.99
Office	0.00	19.77	0.00	0.00	0.00	19.77
Heavy Manufacturing	16.92	0.00	0.84	49.27	58.13	125.16
Light Manufacturing	47.74	0.00	103.90	22.25	78.18	252.07
Maintenance Yard	5.11	0.00	0.00	0.00	0.00	5.11
Public/Quasi Public	36.16	133.90	10.80	21.56	23.10	225.52
Open Space/Recreation	4.64	33.66	16.80	3.30	0.00	58.40
Transportation & Utilities*	71.26	22.86	0.00	0.00	0.00	94.12
Railroad	9.38	0.00	61.29	0.46	0.00	71.13
Vacant	57.04	4.13	80.72	55.41	36.22	233.52
Water Storage/Transfer	45.72	19.10	20.21	0.00	5.33	90.36
Wholesale/Warehouse	6.60	0.00	0.00	0.00	0.00	6.60
Agriculture	0.00	0.00	10.24	45.31	85.86	141.41
TOTAL ACRES	754.06	1394.56	673.74	514.62	805.73	4142.71
SQUARE MILES	1.18	2.18	1.05	0.80	1.26	6.47

*Excludes street and parking lots





transferability to future planning efforts. Due to new census tract configuration and annexation of unincorporated areas into the City, every effort has been made to compare the current land use, social and economic data with those of the last General Plan update.

A brief description of the subareas and their main characteristics is as follows:

Subarea 1: Areas north of the San Bernardino Freeway, which encompasses Subareas 1 and 2 from the previous two General Plans (Census Tract 2.01).

Subarea 2: Areas immediately south of the I-10 Freeway to Kingsley Street, which encompasses Subareas 3 and 4 of the previous General Plans (Census Tract 2.02).

Subarea 3: Areas immediately between Kingsley Street and State Street which encompasses most of Subarea 5 of the previous General Plans (Census Tract 3.01)

Subarea 4: Areas within the incorporated City boundaries south of State Street (part of Census Tract 3.02)

Subarea 5: Unincorporated San Bernardino County area south of State Street (Part of Census Tract 3.02)

The City comprises a patchwork of different land use types and densities. Those land uses which comprise the community are categorized below and illustrated in Figure II-2 (Existing Land Use Map).

Single-Family Residential. Single-family residential areas comprise the largest land use Study area. A total of 1,793 acres or 43 percent of the study area is occupied by single-family residential development. Densities of single family areas range from the rural residential of 2 units-per-acre in Subarea 4, to the 4.5 units-per-acre typical urban subdivisions located throughout the City.

Since 1984, only 64 acres of single-family residentially zoned land have been added to the city through annexation. Nearly 37 percent or 281 units of single-family residential development in the past 13 years have occurred in Subarea 4. In Subarea 3, 114 of the 122 units consist of new single-family residential detached homes. They are on parcels previously zoned for multiple-family residential use through the extensive use of small lot subdivision concept.

As far as housing age is concerned, over 78 percent of the City's single-family housing stock is at least 20 years or older, with a large percentage over 30-years old, representing tract development of the 1950s and 1960s. Some signs of deterioration and aging are becoming evident in some of the older neighborhoods.

Although single-family residential areas are located within each of the Subareas, they occupy relatively small portions of Subareas 1 and 3. Nearly 80 percent of single-family homes in the study area are located within Subareas 2, 4, and 5.

Two-Family Residential. The two-family residential category accounts for only 46.3 acres or the study area. No new duplexes were built during the past fifteen years. Generally, these areas have been developed with two attached units on a typical 75' x 100' lot. Resulting density is about 10 units per acre. The two-family areas are basically located in sub-areas 2 and 3.

Multi-Family Residential. This type of multi-family development falls into three categories: (1) apartment buildings on relatively small individual lots; (2) apartment complexes on larger acreage; and (3) townhouse or condominium developments. Although there is some acreage within the multi-family land use still available for development, there has not been any new such townhouses or condominiums built within the past 13 years. Instead most of the development has been single-family homes

on smaller lots, typically 4,500 square foot average.

Mobile Homes. Mobile home development in the study area occupies 98.7 acres, was developed prior to 1978. All but 10 acres of the area's mobile home developments are located in Subareas 3, 4 and 5. A 3.8-acre mobile home park in Subarea 4 was annexed to the City in 1995, bringing the total mobile home unit count to 684.

Regional Commercial. The Montclair Plaza, located in sub-area 1, is a major regional shopping center that provides for the sale of general merchandise, apparel, furniture, and home furnishings in full depth and variety, along with support services. The Montclair Plaza and the surrounding commercial areas continue to draw shoppers from a relatively large market area. With the use of adequate freeway access, it attracts shoppers from Los Angeles County, San Bernardino, Orange and Riverside Counties. The major expansion to the regional mall in 1986 and the subsequent addition of other promotional centers around the Plaza has helped maintain the strength of the retail sector of the local economy. The area classified as regional commercial, amounts to approximately 125 acres or 3 percent of the planning area.

General Commercial. General commercial land uses, including neighborhood centers, are found in many locations in the community, mainly along the principal arterial where strips of business have developed. This category includes a wider range of commercial activities, including, but not limited to, grocery stores, restaurants, service providers, automobile and recreational-vehicles sales and other retail and wholesale establishments.

General commercial uses account for approximately 275 acres or 8 percent of the land within the planning area. Holt and Mission Boulevards, and a larger portion of Central Avenue, Monte Vista Avenue, Arrow

Highway and Moreno Street are typical of commercial thoroughfares in the City.

Administrative and Professional Offices. The number of administrative and professional offices in the study area is relatively small. The majority of these offices are concentrated south of Interstate 10 and north of Benito Avenue, between Monte Vista Avenue and Central Avenue within close proximity to the freeway and hospital. A smaller percentage can be found in the Civic Center area. Those offices with primary users in the medical and dental fields, are classified under the Medical/Hospital category and are primarily located?

Hotel-Motel. Hotels and motels occupy a rather insignificant amount of land use in the study area. Only one 68-unit motel project has been added since the 1981 survey. Within the same period, a 4 acre site with an older motel mixed use was replaced with regional commercial uses within Sub-area 1. The local economy and city policies play a part in the lack of new hotel or motel development during the past 16 years. Most of the remaining motels in the study area are small scale, family operations. The total room count for this category within the study area is approximately 200 rooms, including many which have been turned into short-term transient housing.

Industrial. The industrial classification includes all industrial and related uses including warehouse and wholesale activities. Approximately 383 acres within the study area are devoted to industrial uses. Industrial development from 1984 to 1997 has totaled approximately 350,000 square feet of new industrial building areas being added, mostly south of Brooks Street. The amount of industrial land has actually decreased slightly due to the conversion of a large parcel of vacant industrial land in Subarea 1 for Regional Transportation use. It should be noted that an equally large amount of land along Holt and Mission



Boulevards was designated for business park or light industrial uses from the previous commercial designations, through the adoption of the Holt Boulevard and Montclair Parkway specific plans. Industrial development within the study area generally consists of small and medium-sized firms, with the exception of two large warehouses south of State Street near Monte Vista Avenue.

Public Schools. Public schools account for 143.9 acres within the study area, which includes seven elementary schools, two junior high schools, and one high school (Figure II-6). This figure does not include Margarita Elementary School, located at the southwest corner of Monte Vista Avenue and the I-10 Interstate Freeway, which was closed in 1996.

Civic Center. The Montclair Civic Center, located at Benito Street and Fremont Avenue within sub-area 2, contains approximately 6.1 acres. Facilities include the City Hall, Community Center, Library, Police Station and the United States Postal Office. Other City facilities include fire stations and one City Yard located in sub-areas 1 and 4.

Parks. Public parks within the Montclair



planning area occupy approximately 49 acres or 2 percent of the total area (Figure II-1. This includes a newly developed neighborhood park and future park land in Subareas 4 and 5. Standards developed by State and City policies suggest that an

average of three acres of park land for each 1,000 residents would be needed. The existing park land acreage within the study area falls short of this objective by approximately 35 acres due to difficulties in park site acquisition, financial shortfall, and steady increase in population over the past two decades.

Quasi-Public. Quasi-public uses include private schools, religious institutions, non-



profit membership associations and similar uses. Approximately 31.8 acres are devoted to these uses. This figure, however, does not include many small church assemblies presently in operation using leased commercial spaces as many of these particular tenants are considered as start-ups or transitional. As these small church assemblies reach full capacity, new, larger and permanent facilities in or outside of the community will be needed to accommodate the growing attendance.

Medical-Hospital. A total of 17.2 acres is devoted to medical-hospital uses. The majority is located in the area of the United States Family Care Medical Center, formerly Doctors' Hospital of Montclair, located in Subarea 2, south of I-10 Freeway, between Monte Vista and Fremont Avenues. Convalescent hospitals are also included in this category.

Utilities. The utility land use classification includes water supply, storage, and

distribution systems, as well as electric substations and other such uses. Flood control facilities are not, however, included in this classification.

Transportation. This is a new land use category, created in part due to the addition of two large developments which occurred during the past ten years. One is the construction of an Omnitrans bus maintenance and parking facility on Arrow Highway, west of Monte Vista Avenue. The other is the relocation and eventual enlargement of the Montclair Transcenter. The original 8-acre site on Arrow Highway was initially designed as a Caltrans' park-and-ride facility with public transit connection. In 1991, the City, in conjunction with San Bernardino Associate Governments (SANBAG) developed a regional, multi-modal transportation center with the acquisition of 20 acres of vacant industrial land located on both sides of Richton Street, east of Monte Vista Avenue. The Montclair Transcenter now consists of a large park-and-ride facility, Metrolink train depot, bus station, childcare center and a future mixed-use commercial site.

Vacant Land. The vacant land classification includes all open, undeveloped land within the study area. Land devoted to long-term agriculture and flood control facilities is not included in this classification. Since 1981, the inventory of vacant land had been significantly reduced to 233 acres from 467 acres, leaving very little vacant land for future development. The remaining unoccupied land exist as smaller parcels. During the past 15 years, vacant land has played a smaller role in development, with the trend being redevelopment of existing parcels. It is expected that this process of redevelopment will continue to occur in the future.

Agriculture. Agricultural activities within the study area include fields of strawberry and other seasonal crops, Christmas tree farms, and various forms of animal husbandry. There are currently 141 acres devoted to

agricultural uses; all are located in Subareas 3, 4 and 5. With continuing demand and development of residential and industrial uses, much of this agricultural land, which is now held by various property owners is considered interim land use, awaiting for conversion to urban uses.

Railroad. Lands classified as railroad can be found in two portions of the study area. The northerly east-west tracks include the Santa Fe and a nonfunctional Pacific Electric lines. The Santa Fe line now serves the Los Angeles-San Bernardino Metrolink route as well as Amtrak passenger lines. The southern rail tracks, also running in an east-west direction, are operated by Southern Pacific and Union Pacific for mainly freight trains. Metrolink route connecting Los Angeles and Riverside also shares the same railroad tracks. A total of 36 acres within the study area is devoted to this particular use.

Flood Control. Flood control facilities within the planning area occupy approximately 107 acres. This land includes the San Antonio Wash, with a 35-foot concrete channel within a right-of-way of approximately 75 feet, running parallel to the westerly boundary line of the study area. Water retention basins are located adjacent to the greenway generally east of the wash. The Chino Basin Water Conservation District (CBWCD) received approval to expand the size of two retention basins to increase the capacity of the water runoff to be percolated into the ground water table.

Streets. This land use category includes all highway, streets, and alleys within the study area. A total of 770 acres is included in this category, representing a slight increase since 1983. Most of the increase can be attributed to the creation of new residential subdivisions in Subareas 3 and 4, and the extension of Monte Vista Avenue and Richton Street in Subareas 1.



Conclusion of Development Issues

The land use data and analysis discussed in this chapter and highlighted in Table II-1 (Tabulation of Existing Land Uses by Subareas and Categories) suggests that there have been significant changes during the past 15 years, since the adoption of the last General Plan. Although the rate of growth in Montclair has not been as rapid as other communities with vast expanses of vacant land in the west end of San Bernardino County (West Valley), the added population and increased development suggest the need for more municipal and social services, putting more demand on the transportation system and school facilities. Fortunately, the planning area has the holding capacity to absorb the rate of increase for at least another 5,000 to 8,000 people during the next decades as net population increase, migration, annexation of land, and new development activities continue.

CIRCULATION

Regional Transportation

The Montclair area is made up of a complex circulation system, tying together a number of cities and metropolitan areas. The main freeways in the area are the San Bernardino Freeway (I-10), Orange Freeway (SR-57), Chino Valley Freeway (SR-71), Devore/Ontario Freeway (I-15) and the Pomona Freeway (SR-60). The San Bernardino and Pomona Freeways tie the Montclair Basin area 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 tie the Inland Empire with Riverside County.

The much anticipated construction of the Foothill Freeway (210) is finally becoming a reality with the allocation of funding from various sources, including voter-approved bonds, sales tax increases, and federal highway funding. The freeway construction

will begin on the Los Angeles County portion, extending eastward. On the San Bernardino County side, the construction of the freeway will take place in two sections, one from the Redlands area extending westward and the other from the Devore Freeway junction westward to connect the Los Angeles County portion at the county line. The completion of this freeway will greatly help in reducing congestion on the existing east-west corridors such as the San Bernardino Freeway, Pomona Freeway, Baseline Road, Foothill Boulevard, Arrow Highway, Holt and Mission Boulevards.

The recent widening of the I-10 Freeway for the addition of High-Occupancy Vehicles (HOV) lane and the widening of the Central Avenue underpass are all part of the overall transportation plan to improve both local and regional traffic congestion. The regional grid circulation pattern, as shown on the Regional Location Map (Figure I-1) ties together the Cities of Pomona, Claremont, Chino, Chino Hills, Montclair, Upland, Rancho Cucamonga, and Fontana.

Within the Montclair study area there are two types of transportation sub-systems available: ground and air travel. Ground transportation systems, both public and private, form the major mode of moving people and goods throughout the city and the region. While there are no airports within the study area, this transportation mode is utilized by the community through its relatively close proximity to the Ontario International Airport and the privately-operated Cable Airport located in the City of Upland.







Local Ground Transportation

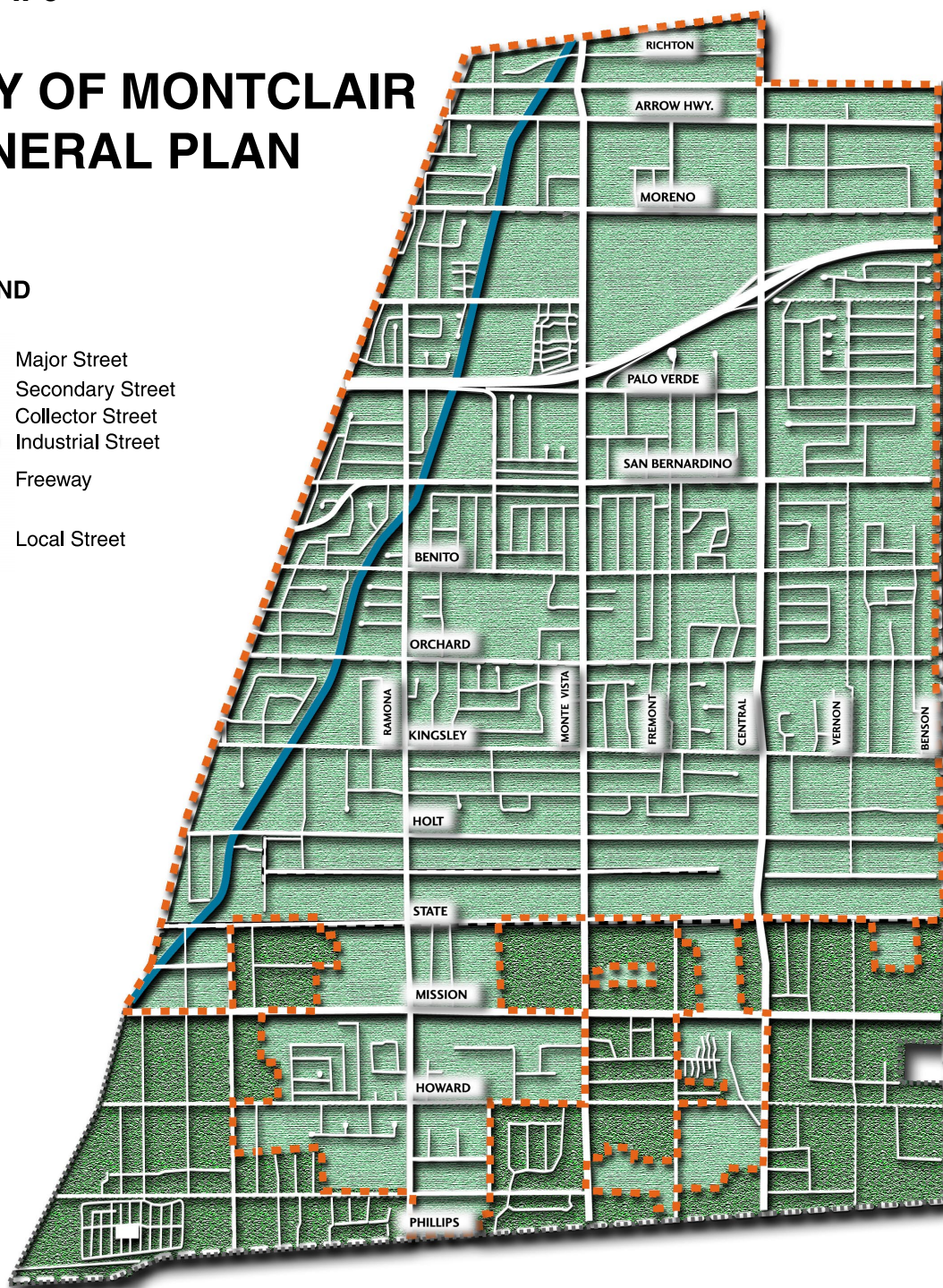
Montclair's major mode of ground circulation consists of automobile and public transit. Bicycling, walking, and rail meet secondary transportation needs for the community. The 1994 construction of the Montclair Transcenter at the intersection of Richton Street and Monte Vista Avenue has seen the

Figure II-3

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  Major Street
-  Secondary Street
-  Collector Street
-  Industrial Street
-  Freeway
-  Local Street



DEVELOPMENT PLAN FOR CIRCULATION AND TRANSPORTATION





increased use of fixed-rail transit and buses, and the increased use of car-pooling for local residents who work in the metropolitan areas.

Automobile. Private automobiles currently fulfill a large proportion of the transportation needs of the residents. Regional access to surrounding areas is provided by the I-10 Freeway, which passes through the northern portion of the City in an east-west direction.

As illustrated in Figure I-3 (City Street System Map) in Montclair, the circulation system is predominately 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 going 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. Changes to the system will likely occur only in the form of street widening, the construction of interior streets for subdivisions and grade separation improvements where major streets cross rail lines, such as the 1993 completion of the Monte Vista Avenue grade separation and extension in north Montclair. A potential grade-separation at Ramona Avenue and the Union Pacific and Southern Pacific rail crossing is likely to occur in the foreseeable future should the necessary funding be available.

Current major roadway improvements include the San Bernardino Freeway widening to accommodate high occupancy vehicle lanes, and the Central Avenue underpass widening. Future projects include Richton-Huntington Drive connection, possible grade separation at Ramona Avenue and the Union Pacific and the Southern Pacific Railroad tracks.

Figure II-4, (Existing Traffic Volumes) shows the current traffic volumes for both the east-west and north-south traffic patterns in the

study area. 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.

In Montclair and true to most other Southern California communities, the circulation system not only provides for the movement of vehicles, but also the storage of vehicles for parking. Some areas such as the multiple-family areas of the City experience on-street parking problems due to the high number of automobiles concentrated in these areas.

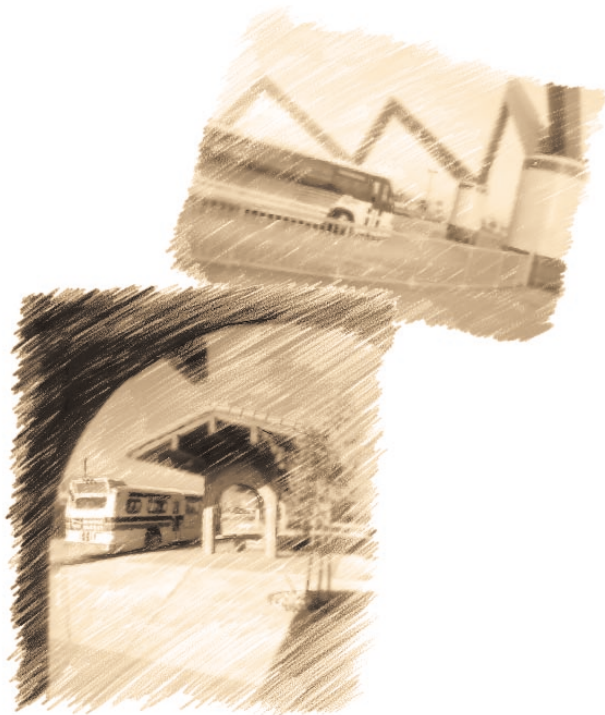
Public Transportation. Within the Montclair area and the whole surrounding basin, public transit is provided by a number of different agencies including Omnitrans, Foothill Transit, Riverside Transit, Metrolink, Amtrak and Greyhound. Also, dial-a-ride and medi-van provide demand/response transit services to senior citizen and the handicapped within the area.

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 compliments Omnitrans' bus maintenance and storage facility in the north Montclair area. Currently, there are a total of 12 routes with ties to either the Montclair Plaza or the Transcenter from all directions. Usage of public transit services has steadily increased in recent years.

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 childcare center is operating at the site to serve the commuting public. Additional development

at the site to provide transit-related services and retail uses will likely take place in the near future. The recently-adopted "North Montclair Specific Plan" lays out several pedestrian and public transit linkage alternatives by which commuters and motorists who use the Transcenter will be encouraged to frequent the Montclair Plaza and the future Fremont Avenue mixed-use corridor through the provision of pedestrian access across the railroad right-of-way and the provision of shuttle services linking these key points.

Railroad. Three major rail lines traverse the Montclair planning area. The Southern Pacific Railroad (SPRR) and Union Pacific (UPRR) are located parallel to and north of State Street in the



southern portion of the study area. The Atchison, Topeka & Santa Fe Railroad (AT & SF) is located in the northern portion of the study area, parallel to and north of Arrow Highway. It was recently purchased by the Southern California Rail Authority, making it possible to extend Metrolink commuter rail service from the Los Angeles Basin to the San Bernardino County area. The Union Pacific Lines are now also serving Metrolink's Inland Valley area, but without stopping in Montclair.

Future demand created by the impending Alameda Corridor to transport more goods using the two tracks in south Montclair will likely impact the north-south roadways in Montclair. Increased rail traffic and longer boxcars will further tie up vehicular and pedestrian traffic on Monte Vista and Ramona Avenues. The prospect of grade separation on Ramona Avenue will likely become a greater necessity. Funding for this grade separation is still pending final authorization by the United States Congress in the 1998 legislative year.

Bicycle and Pedestrian Circulation. The City of Montclair has integrated bicycle planning into overall transportation planning. Although bike routes or paths are not readily identifiable in Montclair, cycling is considered safe and therefore encouraged both as a form of transportation or recreation. The surrounding communities, such as Claremont, Upland and Ontario all have bike routes connecting or within reasonable distance from established routes within the Montclair planning area.

Air Transportation. There are two air facilities operating in close proximity to the study area; (1) Cable Airport, located north of the City in the City of Upland; and (2) the Ontario International Airport (ONT), located southeast of the planning area in the City of Ontario. Other larger airports offering international and domestic connections which are situated within reasonable commuting distance include the Los Angeles International Airport (LAX), Long Beach, Burbank, San Bernardino, and John Wayne Airports.

ONT is operated by the City of Los Angeles Department of Airport. The 1,463-acre facility services an average of 5-million passengers per year. Construction is now underway to expand the passenger capacity to 8.5-million passengers per year and ultimately to 12 million at built-out when completed in 1999. The major expansion includes a new runway, which will be parallel

EXISTING AVERAGE DAILY TRAFFIC (ADT)



and south of the existing runway. The expansion also includes 700,000 square feet of gross building area, parking for 9,000 vehicles, structural pavement for taxiways, and parking for 36 aircrafts. The ONT also handles a sizable percentage of cargo flights.

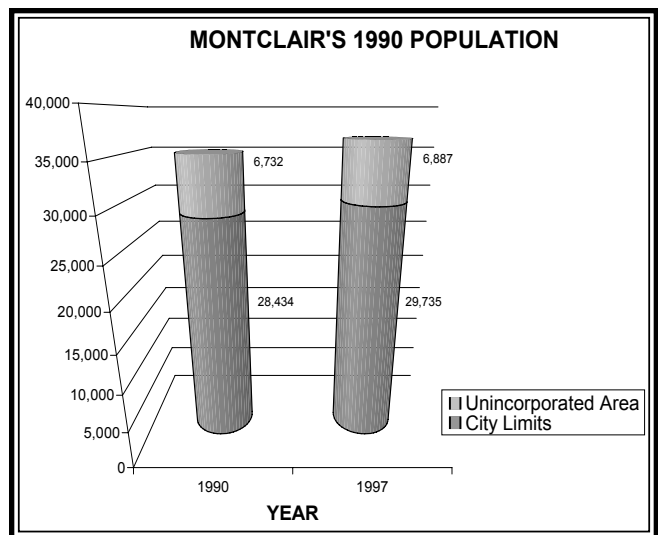
Cable Airport is a privately owned, general aviation airport. The airport provides private aircraft tie-down, aircraft rentals and flying lessons. This airport is the closest to the City for private aircraft operations and will continue to provide important air services to the residents of Montclair.

POPULATION CHARACTERISTICS

Population

The 1990 Federal Census reveals that the study area had a population of 35,166 persons. Of these, 28,434 persons reside within the City limits, with the remaining 6,732 persons residing within the unincorporated San Bernardino County areas, generally south of State Street. State Department of Finance's annual estimates indicate a 4.6 percent increase since 1990, thus the 1997 population within the City limits is estimated at 29,735 individuals; whereas the total population within the planning area is estimated at 36,622 individuals.

The growth in population over the past three decades has generally been steady but not as drastic as those communities in the West Valley, which have much more developable land for housing and job growth. The fact



that Montclair is landlocked and has very little vacant land available for higher density housing suggests a built-out population of approximately 45,000 individuals. The real significant growth witnessed by the City came as a result of a steady increase in the size of household. The current statistic suggests that 3.349 persons constitute an average household as of January 1997 in Montclair. This figure places Montclair as having one of the highest average household sizes in the entire San Bernardino County, slightly behind the communities of Ontario, Fontana and Rialto. This is attributed to a number of factors; such as relatively more affordable housing; more families are "doubling up" with extended family or simply having two or more families living under one roof. Another factor that seems to affect the household size is the increase in younger, foreign-born families with children in the population make-up, particularly those who are of Hispanic or Southeast Asian origins, as indicated by the 1990 census. Changes in the City's population and ethnic composition between 1980 and 1990 are illustrated in Table II-2 and II-3 (Population and Ethnic Composition - 1980 to 1990).

This revelation in Montclair's household size indicates a complete reversal of the findings when the 1983 General Plan was prepared. At that time the average household size (in 1980) was 3.1 persons, significantly down from the 3.45 persons per household in

TABLE II-2

**CITY OF MONTCLAIR
1990 POPULATION CHARACTERISTICS**

	1990	1997
City Limits	28,434	29,735
Unincorporated Area	6,732	6,887
Total Planning Area	35,166	36,622



1970. The seemingly roller-coaster changes to the household size, in a time span of 26 years, demonstrates the impact of a wholesome population shift that is transforming many communities of the West Valley.

Age and Gender

The 1990 Federal Census data reveals that the median age for Montclair's residents has taken an interesting turn from an older population to one having an increasing younger population. In 1990, persons under 24 years of age account for over 43 percent of the population, up from 40.3 percent in 1980. It is believed that the current figure is even higher due to the traditionally higher birth rate of many immigrant young families.

The total senior citizen population, over 55 years of age, has remained relatively the same since 1980. The higher concentration of senior citizens generally occurs in the areas within senior citizen housing projects and mobile home parks. Those who are in the 25-44 age bracket, make up more than 38 percent of the entire population of Montclair.

Females make up 50 percent of the total Montclair population. The census indicates slightly more elderly females than males, while the opposite seems to be true for persons less than 24 years of age.

Age distribution would seem to have a significant relation to housing types in the City. Mobile home areas and senior citizen housing projects tend to have a higher concentration of elderly, whereas multi-family housing have a larger percentage of the very young and the elderly, but very few middle-age residents. The single-family residential areas contain a relatively even balance of age groups.

Ethnicity

Recent census data indicates a changing demographic structure mirroring similar trends being experienced by abutting communities such as Pomona, Ontario and Chino. Within the City limits, the non-Hispanic white population has declined

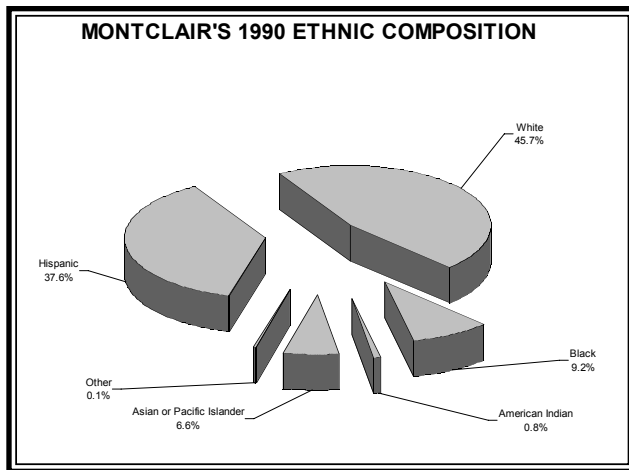
significantly from 69.2 in 1980 to 45.7 percent in 1990. The increase among residents who are of Hispanic origin almost

TABLE II-3

**CITY OF MONTCLAIR
1990 ETHNIC COMPOSITION**

	NUMBER OF PERSONS	PERCENT
NON-HISPANIC:		
White	13,003	45.7
Black	2,628	9.2
American Indian	218	0.8
Asian or Pacific Islander	1,889	6.6
Other	20	0.1
Total Non-Hispanic	17,758	62.40%
HISPANIC:		
Mexican	8,814	31.0
Puerto Rican	393	1.4
Cuban	86	0.3
Other	1,383	4.9
Total Hispanic	10,676	37.60%
	28,434	100%

Source: 1990 United States Census Bureau, Department of Commerce



doubled, from 20.1 in 1980 to 37.5 percent in 1990. Also showing significant increases were persons in the Asian and Pacific Islander category, which went up from 2.6 percent over the same 10- year period.

Population estimates and other demographic data released by other governmental agencies, universities, and other reliable sources continue to affirm the trend in which the growth among the Hispanic and Asian-Pacific Islander categories remain strong, while the non-Hispanic white population is close to becoming a minority in the context of ethnic make-up of the community.

Census data also reveals that in many areas of the community persons other than non-Hispanic white tend to concentrate in traditional multiple-family residential areas south of Kingsley Street and in the Mills Avenue/San Jose Street area. The recent home sales and ownership data availability to the public supports the assertion that many new home owners are trade-up buyers or first-time buyers who are persons of Hispanic origin whose previous residency includes such areas as East Los Angeles, San Gabriel Valley and Orange County, where these homeowners would not have the necessary resources to purchase their own homes. The Montclair market continues to attract this category of new residents due to its accessibility to the job market and major freeways, small town environment, relatively safe neighborhoods, good schools,

and affordable housing. The positive and visible accomplishments of the neighborhood revitalization program and the publicity it generated in the media also convince many that Montclair has much to offer for their investment in the community.

Education

The 1990 census indicates that 68.1 percent of the residents over 18 years of age have graduated from high school; nearly 40 percent have attended some college, while about 12 percent have educational attainment of less than the 9th grade.

Income

The 1996 figures from the "Inland Empire Quarterly Economic Report," (April 1997 edition) indicates a median annual household income for the City of \$40,639. This represents an increase of 9.8 percent from the 1990 figures. By way of comparison, the median household income for the Riverside-San Bernardino County Metropolitan Statistical Area (MSA) in 1994 is estimated at \$42,300.

The 1990 Census shows a wide distribution of household incomes within the total households in the city. Slightly over one-half of the total households with income exceed the median. The federal government defines very low-income households as those earning 30 percent less than the median income; low-income households are those earning less than 50 percent of the median income and moderate income households

TABLE II-4		
CITY OF MONTCLAIR		
1990 HOUSEHOLDS BY INCOME GROUPS		
Income Category	Percent of All Households	Number of Households
Very Low-Income/ Less than \$10,448	12.2	829
Low-Income/ Less than \$17,414	8.1	547
Moderate-Income/ Less than \$27,862	17.1	1155
Middle-Income/ \$28,210-\$33,086	9.8	661
	47.2%	3192
Based on Median Income of \$34,827 (Montclair)		
Source: 1990 United States Census		

are those earning up to 80 percent of the median; and middle-income households earn between 81-95 percent of the area-wide median income. Table II-4 (Households by Income Groups) provides a breakdown of these classifications for household incomes in the City, based on the 1990 census. As indicated, nearly one-fifth of all households in the city are lower income households.

Some areas of the City reflect much lower incomes than the remainder of the City. These significantly lower income households require special housing attention. Table II-4 (Concentrations of Low-Income Households) identifies those areas where the median income is below the low-income cutoff point and where poverty level is particularly high. Target areas which have been included in the housing assistance programs are also shown.

Employment

The need for housing within a given market area is largely dependent on the local economy and number and types of jobs available. It is important to note, however, that Montclair is not in itself a "market area." Rather, the City is a subarea within the western end of San Bernardino County and the eastern end of Los Angeles County. In previous years, Montclair served primarily as a "bedroom community" for employment in other cities.

In recent years, the growth in employment among the West Valley area has been strong, despite the recession that impacted the entire Southern California region. Significantly strong demand for housing, warehouses and retail construction all contribute to this job growth. The larger employers within the City are mostly associated with the retail businesses in or around the Montclair Plaza. Very few large employers in the industrial area of Montclair exist where local residents can commute to work.

Montclair, due to its small size and the lack

of large industrial base, essentially became a part of an urban system where none of the cities in this system, such as Claremont, Pomona, Chino, Upland, Ontario, Rancho Cucamonga, function as independent units. This concept is quite important in making an accurate assessment of the employment and economy within the Montclair study area, and the need for housing which this economy may foster.

The 1990 census indicates a total labor force over age 16 of 20,398 residing within Montclair, including both men and women. Of these, 629 men and 447 women are classified as unemployed, with an overall unemployment rate of 5.3 percent. Unemployment rates are highly subject to fluctuations from external factors. Current unemployment rates in the San Bernardino-Riverside area are approximately 4.6 percent (December 1997), the lowest since 1990. Since February 1990, the region has added 121,000 jobs in all sectors. Interestingly, a trend of reverse commuting, largely from Los Angeles and Orange Counties, is happening as statistics indicate not all these new jobs are taken by local residents.

The occupation of principal wage earners is varied throughout the City. The following five occupations comprise over 76 percent of all earners: (1) managerial (17.44 percent); (2) clerical (18.52 percent); (3) production - crafts and repair (14.71 percent); (4) services (13.97 percent); and (5) assemblers (11.45 percent).

Occupational class makeup is as follows: (1) private wage earners (82.45 percent); (2) government employees (11.23 percent); (3) self-employed (5.91 percent); and (4) unpaid family workers (0.40 percent).

A clear pattern can be established revealing the vast majority of the working principal wage earners commute out of the community to their place of work. The 1990 census indicates that, of the 12,649

employed workers over 16 years of age, only 1,890 individuals (15 percent) actually work within the City limits. Furthermore, approximately 43 percent of Montclair's heads of household work within the San Bernardino County, whereas the rest work in Los Angeles, Orange or Riverside Counties.

These facts continue to reinforce the fact that Montclair has long been regarded as a "bedroom" community. This can also be attributed to the relatively small size of the City and the lack of large employment centers within the City, causing a comparatively large percentage of Montclair's working adults to seek employment outside of their own community. The 1990 census indicates that the average worker commute time is approximately 28 minutes, up from the 22 minutes reported in the 1980 census report.

HOUSING CHARACTERISTICS

Housing Types

The 1990 census indicated a total of 8,915 housing units within the city, and 2,120 units within the unincorporated sphere of influence for a total of 11,035 housing units within the study area. This total is approximately 2.034 percent of the total 542,332 San Bernardino County housing units.

The current total housing unit count in the entire study area is 11,331. Of the total housing stock, 7,154 units or 63 percent are single-family dwellings; 3,005 units or 26 percent are multi-family units (including duplexes and apartments), with the remaining 1,102 units or 11 percent being mobile homes and others. The housing counts for the unincorporated County area remains steady since 1990 as there was no record of any new residential construction reported by the County. Field analysis, however, indicates that 75 percent of all unincorporated area housing is single-family, with only small pockets of multiple-family or

mobile homes. One of the smaller mobile home parks within the county area was annexed into the city in 1994, thus reducing the total housing unit counts in the unincorporated county area.

The distribution of housing types throughout the City is shown on Figure II-5 (Distribution of Housing Types). As is evident, housing types tend to be concentrated, with very little mixing. Generally, multi-family dwelling concentrations are found between Kingsley Street and Holt Boulevard, as well as north of the San Bernardino, west of Monte Vista Avenue. Mobile homes are typically located in large "parks," which tend to form a concentration individually due to their very size. These mobile home parks often abut commercial or industrial land uses as compared to other housing types which generally do not. Single-family housing is the dominant land use in the City, primarily located between the San Bernardino Freeway and Kingsley Street, north of the freeway, west of the San Antonio Flood Channel, and south of Mission Boulevard.

Growth

The total housing count within the study area is estimated at 11,331 units, as of 1997, compared to the 1984 counts of 10,046 units, indicating an increase of 12.8 percent since the General Plan was last adopted. This represents an annual average increase of approximately one percent over the last decade.

The growth has taken place in an infill manner and in newly annexed areas to the south of the City. Residential growth within the unincorporated area has been severely limited due to the lack of a sewer system.





As stated earlier in the report, the majority of the housing growth within the City and overall study area occurred during the 1950's and 1960's when nearly 78 percent of the total housing stock was constructed. Housing growth, to a lesser degree, was also evidenced in the latter part of 1970's and early 1980's as a number of single-family attached dwellings were built.

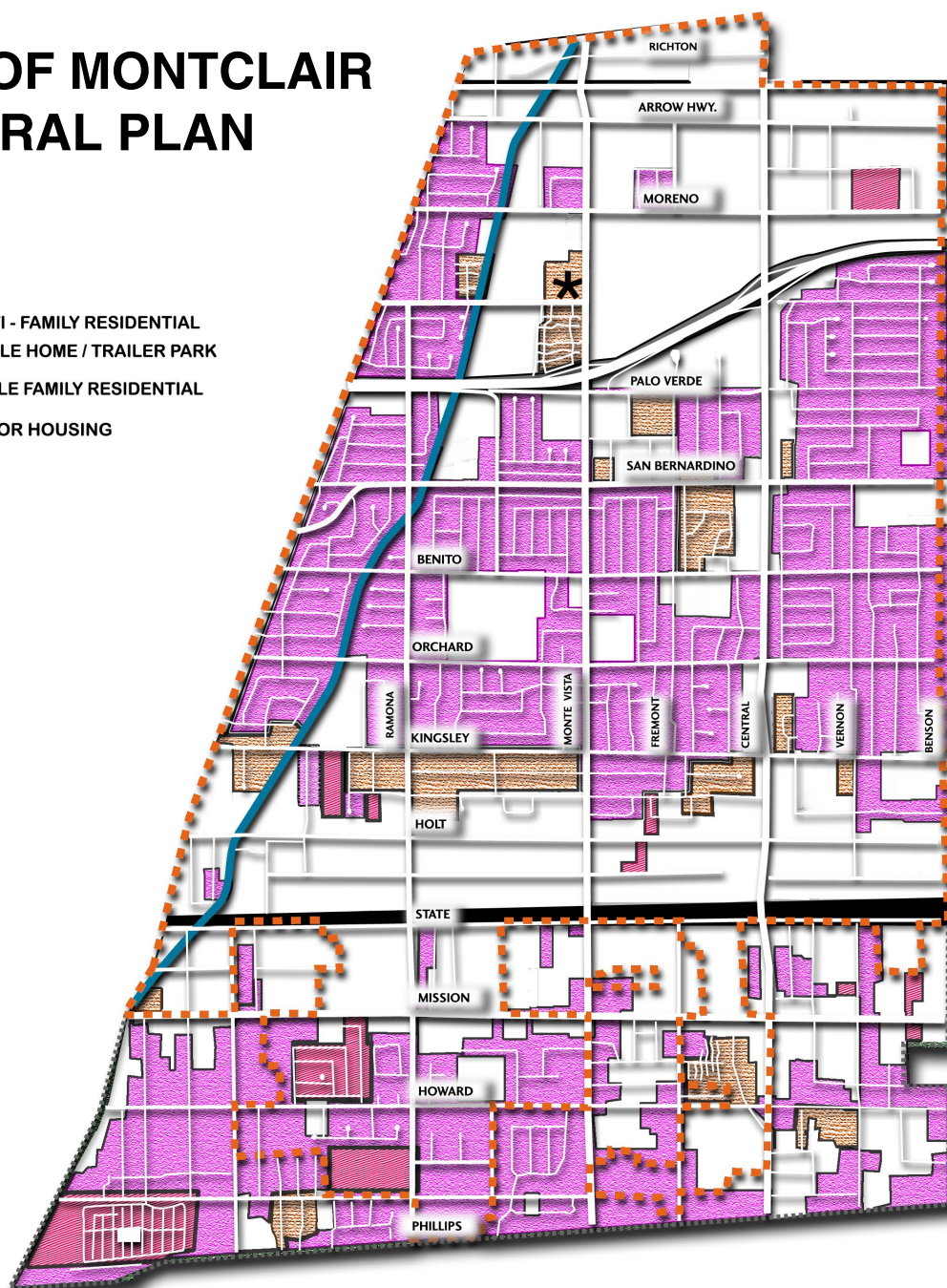


Figure II-5

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  MULTI - FAMILY RESIDENTIAL
-  MOBILE HOME / TRAILER PARK
-  SINGLE FAMILY RESIDENTIAL
-  SENIOR HOUSING



RESIDENTIAL LAND USES BY TYPE



Housing Costs

The cost of housing, in relation to household income, is ultimately the greatest factor affecting the state of housing in a community or region. No matter how great the housing supply is, it would only be insufficient and inadequate if the cost exceeds the amount households can realistically afford to pay.

The 1990 census indicated that housing was the primary reason why existing households had moved to Montclair. A majority of the census respondents indicated either "housing availability" or "financial investment into a house" as their reason for living in Montclair. This close relationship with housing in the past decades was no doubt due to the relatively low home prices and easy freeway access.

Housing costs have gone through a rather significant up and down swing largely due to the combination of economic conditions over the last ten years. The housing market in Montclair was in the upswing as demand for existing homes exceeded the supply in the late 1980's and early 1990's. The real estate market was hit particularly hard due to the recession, as many lost their jobs or that the purchasing power had greatly been reduced; home prices began to drop, but sale activities were relatively flat. The condition has improved since late 1996. Even with increased demand and prices, however, the Montclair housing market remains affordable to most households.

Housing costs must be broken down into two basic categories: those for owner-occupied dwellings and those for rental units. Table II-5 (1990 Owner and Renter Payments) indicates 1990 owner and renter payments. In 1990, the median house value in the City was \$135,200 and the median contract rent was \$613; more than double the 1980 figures.

Compared to surrounding communities, Montclair's median home prices fall into "affordable" range (typically defined as 2.5 to

3.0 times a household's annual income) for most of the City's moderate-income households. This housing becomes even more "affordable" for households moving to Montclair from other more populated areas of Southern California, such as Los Angeles and Orange Counties, where both incomes and housing costs are higher.

Table II-6 (Household Income Required to Qualify for Average Montclair Housing) shows a breakdown of the average costs for basic ownership and rental housing, multiplied by affordability criteria, showing the minimum household incomes requirements.

These figures indicate that much of the existing housing stock is "affordable" to nearly 70 percent of the current population. This assumption, however, may be somewhat misleading since other factors besides cost affect a household's ability to find housing, either for home ownership or as renters. These factors include, but are

TABLE II-5		
CITY OF MONTCLAIR ESTIMATED HOME VALUE AND MONTHLY PAYMENTS FOR RENTAL UNITS		
ESTIMATED HOME VALUE	NUMBER	PERCENT
Less than \$49,999	52	1.17
\$50,000 to \$74,999	45	1.01
\$75,000 to \$99,999	599	13.51
\$100,000 to \$149,999	2388	53.84
\$150,000 to \$174,999	897	20.23
\$175,000 to \$199,999	322	7.26
\$200,000 to \$249,999	59	1.33
\$250,000 to \$299,999	56	1.26
\$300,000 and up	17	0.38
TOTAL	4,435	100%
PAYMENTS FOR RENTAL	NUMBER	PERCENT
Less than \$299	146	4.44
\$300 to \$399	102	3.10
\$400 to \$499	274	8.33
\$500 to \$599	999	30.36
\$600 to \$699	631	19.17
\$700 to \$749	210	6.38
\$750 to \$999	665	20.20
\$1000 or more	232	7.05
No cash rent	32	0.97
TOTAL	3,291	100%

**TABLE II-6**

**CITY OF MONTCLAIR
HOUSEHOLD INCOMES REQUIRED TO
QUALIFY FOR AVERAGE MONTCLAIR HOUSING**

	AVERAGE TWO-BEDROOM UNIT PRICE	AFFORDABILITY FACTOR	MINIMUM ANNUAL INCOME REQUIRED
OWNED UNITS	\$105,000	2.5 time annual income	\$42,000
	\$105,000	3.0 times annual income	\$35,000
RENTAL UNITS	\$525/month	25% of income	\$25,200
	\$525/month	30% of income	\$21,000

not limited to, interest rates on mortgages, availability of housing or vacancy rates, ability to qualify for lender's credit requirements. These and other factors are examined in greater detail within the City's Housing Element.

The provision of new housing units appears to depend very closely with the ability of the City to annex vacant residential or under-utilized land in the Sphere of Influence area as much of the residential land in the city has already been developed. As labor and material costs continue to rise, the cost of housing will only increase. Rental housing will likely remain affordable, although it is not likely to drop, as maintenance costs will remain high and the structures become older.

Age and Condition

One of the many factors affecting the quality of housing in Montclair is the fact that a large percentage of Montclair's housing stock is rapidly maturing at the same time. This apparent rapid age turnover is actually the result of the majority of the City's housing stock being built in the same time period, mostly during the baby boomer periods of the 1950's and early 1960's. The implication of this is that without adequate maintenance,

the city might be faced with a large scale rehabilitation in the coming years. Table II-7 (Age of Housing Units) indicates the relative age of the City's housing stock:

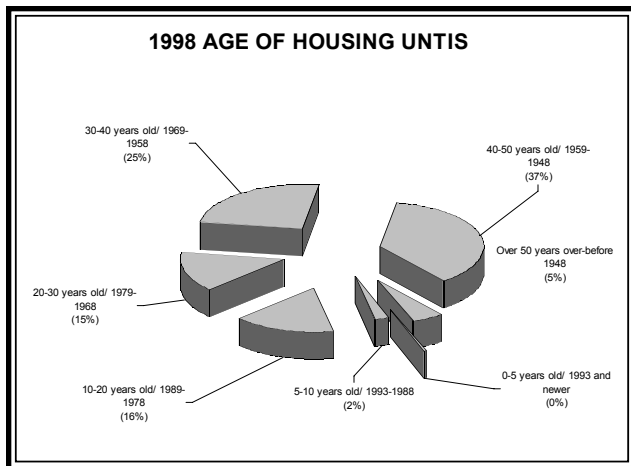
Through the many innovative programs and persistent efforts by the City's Housing Improvement Task Force (HIT Force) and the Neighborhood Partnership of Montclair (NPM), the physical transformation that has occurred in certain targeted neighborhoods or individual property is remarkable. For example, the area now known as Helena Gardens on the 4700 block of Canoga

Street, east of Helena Avenue, was at one time infected with physical decay, abandoned apartments, dead lawns, drug and gang activities and a multitude of other social ills. Through the concerted efforts of the HIT Force and cooperation from landlords, the transformation of this

TABLE II-7

**CITY OF MONTCLAIR
1998 AGE OF HOUSING UNITS**

AGE	NUMBER	PERCENT OF TOTAL
0-5 years old/ 1993 and newer	29	0.3
5-10 years old/ 1993-1988	216	2.3
10-20 years old/ 1989-1978	1439	15.6
20-30 years old/ 1979-1968	1364	14.8
30-40 years old/ 1969-1958	2292	24.9
40-50 years old/ 1959-1948	3407	37.0
Over 50 years over-before 1948	460	5.0
TOTAL	9207	100%



neighborhood has been very dramatic, both physically and socially. The residents now live in relative peace and tranquility where they can truly enjoy their own neighborhood. The overall property values within the block have increased considerably over the past many years. The Helena Gardens' "Foundation Area" model has since been duplicated in a number of other apartment neighborhoods.

The City's Code Enforcement Division maintains a regular accounting of the community housing stock to determine where to focus housing improvement efforts. A study of the number of violations observed and notices issued by the Division during a 12-month period in 1996-1997 indicates 56 cases of housing condition violations. Some were attributed to "physical" housing deficiencies and some were considered "maintenance" violations.

Typical "physical" housing deficiencies include broken windows or doors, broken walls, leaking roofs, substandard plumbing, heating, and electrical systems, missing rails or safety features, and other architectural related problems.

Typical "maintenance" problems include lack of paint, graffiti, lack of landscape maintenance, accumulation of weeds or debris, and other neglect of property. In order to combat the deterioration and lack of maintenance, a number of programs are employed. The City's Code Enforcement

Program continues to be the monitoring and enforcement vehicle to identify and seek remedies for such deficiencies, often by taking a proactive role. The NPM, a non-profit community-based organization created with federal and local funding in 1990, has assisted low-to-moderate income households in Montclair through free paints, roof repair, and assortments of low interest loans or subsidies to qualified home owners and senior citizens.

COMMUNITY DESIGN ELEMENT

The 1983 General Plan document identified the importance of a community-wide design program and its value toward improving the visual quality of the local environment. This commitment was reflected in a policy statement restated as follows:

"To coordinate the physical elements of the City into an attractive and functional relationship in order to establish a community which preserves and enhances the City's setting and identity."

The contents of the 1983 Community Design Element have been retained, in part, due to their usefulness in providing direction for new development as well as for promoting redevelopment projects. Numerous Specific Plans adopted since 1983 contain strong design guidelines to implement the goals and objectives of this Element.



Existing Setting

The study area is located on a broad alluvial fan formed by deposits washed down from the San Bernardino Mountains, which form the dominant backdrop to the north. Several other neighboring communities share portions of this broad plain and, like Montclair are without distinguishable physical features. To the south, Chino Hills encloses the lower elevations of the basin. The flatness of the local topography and continuity of low-density land use emphasize the need for vertical punctuation by trees and structures. The flatness also increases the importance of encouraging imaginative subdivision design to break the monotony of standard gridiron pattern tracts. Finally, the flatness and lack of natural vegetation begs for trees along streets, in yards, parking lots, everywhere for identity, beauty, shade, color, air freshening, and dust control.

The image of the study area is perceived in several dimensions, the sequence depending on whether one observes the surroundings from his doorstep or travels through or above the community. Visitors to Montclair obtain their opinions of the City as they approach it. The observer experiences the relationships between the mountains and the flat valley floor. He or she sees the City itself as a continuing flow of urbanism and is unable to describe its contents or boundaries in any detail. Once within the City, the mountain setting becomes secondary, lost behind buildings and structures. The streets, buildings, points of interest, amount of trees, signs and lights all become a conglomerate that is either pleasant or disturbing.

Once the visitor or resident becomes a pedestrian or motorist, he or she looks at the details of a small area, not conscious of either the broad external environment or the City as a whole. Here it is the maintenance of property, the proliferation of telephone poles and wires, the architecture of the residential neighborhoods or business

district, the ability to move about safely, the competition for his or her attention and patronage that confront him. The image of the City, thus, may vary at different levels of exposure, at different rates of motion, and at different scales.

Montclair's image for most Southern Californians will be the view from the freeway: the Montclair Plaza Shopping Center, environs to the north and a brief glimpse of the town to the south. The City has been and must continue to be attentive to its shopping center environs, so that this portion of the image will be appealing. These images provide first impressions to the outsider and are extremely important toward attracting or repelling consumers and new residents.

The local urban setting has been established over time and is reminiscent of an earlier era when development rapidly occurred in the 1950's and 1960's. Several large scale, homogeneous residential neighborhoods grew up around a few arterial corridors forming "grid" type circulation patterns. Many of these neighborhoods grew at a rate that did not allow adequate consideration for sensible land use proportions nor for land use compatibility. Today, several problem areas are readily identifiable where mixed uses occur along major arterials and an over saturation of certain land uses has resulted in vacant or unoccupied buildings and parcels.

Two distinct types of commercial uses have previously been developed in the City of Montclair. Traditional strip commercial uses were assembled along major roadway corridors to capture the attention of consumer motorists. As a result, numerous parcels were built, many of which were underutilized due to size and shape. In addition, traffic efficiency and safety were constrained due to multiple access points. Furthermore, a random distribution of inconsistent signing and building architecture in many instances created a



disharmonious arterial streetscape compounded by overhead utility lines. These problems are evident from the previous superficial planning efforts.

A great deal of efforts has been made over the years, by the policy makers and 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 common place in new shopping centers, office complexes, and residential development.

The recently adopted "North Montclair Specific Plan" and "Holt Boulevard Specific Plan," for example, calls for the use of various building setbacks in conjunction with provision of landscaping, public artworks and entry treatment. Mixed uses in certain areas and pedestrian-oriented site layout are encouraged as alternatives to the typical linear or "I-shaped" design concept.

As planning became more enlightened, and as market conditions became more favorable, commercial centers began to develop in larger, more usable parcels. Most of the problems identified in strip commercial uses were not shared by commercial centers. The larger parcel size allowed for better utilization of the land and traffic circulation. Safety hazards were easier to deal with in larger commercial centers. A remaining problem with the older commercial centers, however, is the failure to control sign standards and the clutter from overhead utilities.

URBAN FORM

The City of Montclair, as it exists today, is composed of numerous land uses primarily concentrated in similar homogeneous units providing definition for districts and neighborhoods. An observation in the basic configurations of community features provides the following identity and description as one sees it:

- Major east/west transportation routes bisect the City in two locations, creating barriers to north/south travel
- Industrial uses straddle the rail lines in south Montclair
- A linear commercial corridor extends the length of Holt Boulevard providing a transition of uses from the industrial to the south, and the residential to the north.
- A regional commercial center (Montclair Plaza) is located adjacent to I-10 Freeway with two full interchanges providing good exposure and access to the regional market.
- The San Antonio Wash is the only continuous corridor of open space in the City that is unaffected by travel influence.
- The City is dominated by a large concentration of single-family residences in the mid-section of the City.
- Multiple-family residences provide transition from commercial uses on Holt Boulevard to the single-family residences north of Kingsley Street.
- South Montclair (south of Mission Boulevard) is divided into two units; the west side consisting of single-family residences, mobile home parks, and mixed uses in and around the Kadota area; and the east side consisting of large, single-family lots intertwined with vacant/agricultural lands.
- Mission Boulevard and both the Kadota and the Narod areas all present unique land use problems.



- Several vacant parcels scattered throughout the City offer opportunity for in-fill development of low to medium density residential units.
- The Civic Center area, providing the primary exposure of City government, is a facility, which provides a major point of focus for both residents and visitors.

Of major significance to the City's urban design is the viewer's perspective of the community as a motorist, as a fixed rail or bus passenger, and as a pedestrian. From these vantages, it is important to provide urban elements of the appropriate scale and proportion as well as to be sensitive to the building and landscape architectural aesthetics.

For the passing motorist, or passengers, minute detail is of little significance and can be a potential distraction. Of major value is providing accurate direction and information without sacrificing beauty while minimizing the display of data and distracting clutter. Signs can provide the motorist with information. Landscaping can provide direction, identification and beauty. Architecture can provide building identity, beauty and style.

The pedestrian has an entirely different perspective of the City than the motorist, since they have more time to appreciate fine detail and continuity of the urban elements. Scale and the transition of scale is of major significance to pedestrians and can influence their security in the public realm.

Enforcement of the policies and principles identified in the Community Design Element can result in a demonstrated measure of benefit for the City. These benefits come in the form of economic gain, community cohesiveness and the obvious aesthetic implications. As changes to the visual environment occur and the community becomes more attractive, the attitudes of the

area citizenry should respond in a positive manner. Improvements to specific areas in the city will provide an impetus for other subsequent changes to occur. A sense of pride will become evident and improvements to adjacent areas are likely to be the response. In part, this response can be attributed to the potential increase in area market value. As a result, positive aesthetic improvements will have a "ripple" effect, beginning with one area and spreading outwardly. New development in older areas is the prime example of these actions. Consequently, neighborhoods will begin rejuvenating and constantly evolving with this type of momentum.

Maintenance of a positive community image will also have a beneficial impact on the business community, in addition to the area housing stock. Commercial centers or uses that exhibit continuous care and attention for exterior aesthetics attract consumers both from within and outside the community. This character is especially important in a competitive economic market. To be truly competitive, the businessman must draw in the market by remaining ahead of the competitors and recognizing the offsetting benefits of investing in the improvement and modernization of the business use.

PUBLIC FACILITIES

Schools

The study area is currently served by the Ontario-Montclair School District (OMSD) and the Chaffey Union High School District. There are seven elementary schools, two junior high schools and one high school serving the City and its Sphere of Influence (See Figure II-6) Margarita Elementary School, located at Monte Vista Avenue and Palo Verde Street was closed in June 1996 due to the District's concern over safety and cost issues. Many of the former Margarita students are being relocated to other schools in the vicinity.

TABLE II-8

ONTARIO-MONTCLAIR SCHOOL DISTRICT'S 5 YEAR (1998-2003) ENROLLMENT PROJECTIONS FOR K-8TH GRADES (INCLUDES MONTCLAIR CITY LIMITS AND SPHERE OF INFLUENCE)

SCHOOL	USABLE ACRES	CAPACITY (1984)	CAPACITY (1998)	ENROLLMENT (1997-1998)	1998-1999 PROJECTION	1999-2000 PROJECTION	2000-01 PROJECTION	2001-02 PROJECTION	2002-03 PROJECTION
Howard Elementary 4650 Howard	10.00	561	NA	607	627	637	647	650	655
Kingsley elementary 5626 Kingsley	9.85	573	NA	986	1025	1060	1115	1115	1120
Lehigh Elementary 10200 Lehigh	8.84	602	NA	888	949	969	970	975	980
Margarita Elementary 9550 Monte Vista	9.07	502	Closed	Closed	Closed	Closed	Closed	Closed	Closed
Mission Elementary 5555 Mission	9.01	679	NA	1066	1112	1132	1162	1170	1170
Monte Vista Elementary 4900 Monte Vista	9.07	573	NA	814	840	845	850	855	860
Moreno elementary 4825 Moreno	9.70	514	NA	591	611	625	625	630	630
Ramona Elementary 4225 Howard	8.70	620	NA	756	760	780	780	785	790
Buena Vista 5685 San Bernardino	2.81	326	NA	326	350	350	350	350	350
Serrano Middle 4725 San Jose	14.87	749	NA	942	950	990	1020	1025	1030
Vernon Middle 9775 Vernon	16.59	649	NA	891	921	973	980	1020	1030
TOTAL	108.51	6,348	NA	7,867	8,145	8,361	8,499	8,575	8,615

According to the assessment of the OMSD, all school facilities are adequate in serving the current and future needs within the City. Relocating classrooms may be necessary to provide elementary school services as the south Montclair area continues to develop. The reopening of Howard Elementary School in South Montclair helps to accommodate some of the growth in student enrollment caused by new residential construction. A five-year enrollment projection for all schools from kindergarten to 8th grades within the planning area is provided in Table II-8 (School Capacity Projections - Grades K-8).

No additional junior high schools are anticipated; the current facilities, Serrano and Vernon junior high schools, appear more than adequate to serve the study area. The current high school serving the planning area is also adequate to serve future needs within the community. As part of the seven campus Chaffey Joint Union High School District, Montclair High School serves the Montclair and western Ontario area with a student body of 2,700 students in 1997-98

school year. The capacity is 2,500 students. The campus, conveniently located in the middle of the City, consists of 40 acres of land which houses administrative and support facilities, classrooms, auditorium, gymnasium, sport complex and parking.

Library Facilities




The Montclair Branch Library is located in the Montclair Civic Center. Established on September 25, 1952, the Montclair Branch Library is a branch of the San Bernardino County Library System. The library was originally housed in the Monte Vista Elementary School. In June of 1963, the library was moved to a 3,530 square foot building constructed by the City for the County Library. 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.

The Montclair Branch Library contains approximately 59,100 volumes as of July 1, 1997. As a member of both the San Bernardino County Library System and the

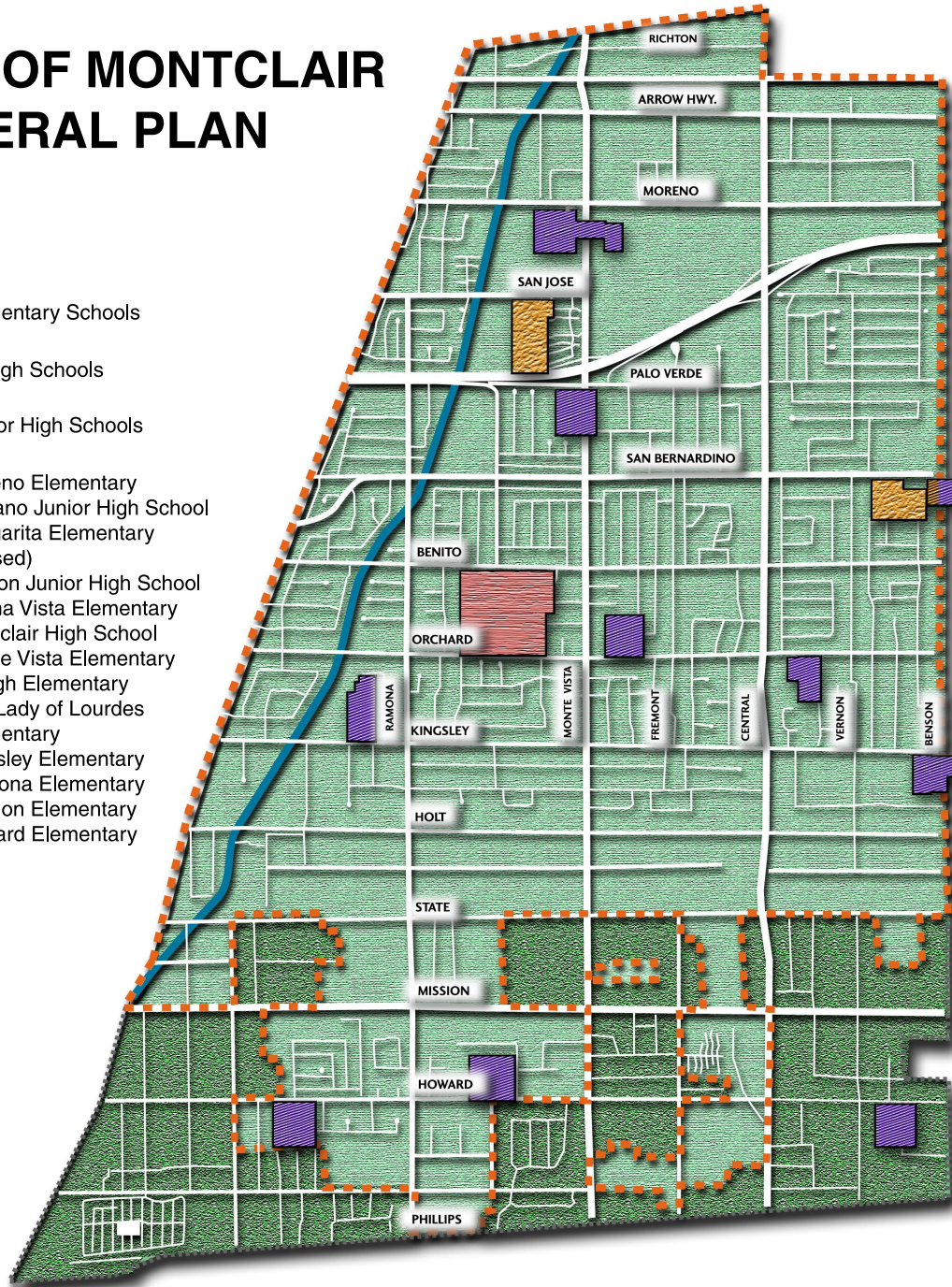
Figure II-6

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  Elementary Schools
-  Jr. High Schools
-  Senior High Schools

- 1 Moreno Elementary
- 2 Serrano Junior High School
- 3 Margarita Elementary (Closed)
- 4 Vernon Junior High School
- 5 Buena Vista Elementary
- 6 Montclair High School
- 7 Monte Vista Elementary
- 8 Lehigh Elementary
- 9 Our Lady of Lourdes Elementary
- 10 Kingsley Elementary
- 11 Ramona Elementary
- 12 Mission Elementary
- 13 Howard Elementary



SCHOOLS





SIRCULS Network (San Bernardino, Inyo, Riverside Counties United Library Service Network), local residents and the library's registered borrowers have access to over three million titles through inter-library loans. On an average basic, the library serves approximately 14,000 users per month.

The library provides an extensive collection of cassettes, compact discs, film, videos as well as books and cultural material in Spanish and other foreign languages. The children and young adult section offers extensive collection of reading materials and audio-video tapes. Many programs aimed at children and young adults are offered throughout the school year and during the summer.

Among the other services available at the Montclair Branch Library is a reference department offering telephone reference services. It recently added a new services, in contract with the County's Department of Vital Statistics, in providing certified copies of birth, death and marriage licenses.

The Montclair Branch Library, as with many other county libraries in the system, has been forced to significantly reduce its hours of operation and cut back in its many programs due to budget restraints in recent years. It is now open a total of 35 hours a week, compared to an upward of 56 hours a week during the 1980's. The Montclair Branch Library makes use of volunteers from the local high school and the community to help staff many positions. In addition, the

library offers the sales of used books and periodicals to supplement its budget.

WATER FACILITIES AND SERVICES

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 onto the Pacific Ocean.

A local effort to recharge the groundwater is administered by the Chino Basin Water Conservation District (CBWCD). The four basins located along the San Antonio Flood Control Channel have been actively utilized to provide this recharge function. In 1997, the CBWCD undertook a major project to significantly expand on the sizes of two of the basins.




The City's domestic water supply needs and demands are the responsibility of the Monte Vista Water District (MVWD), which operates as a municipal purveyor of domestic and agricultural water. The MVWD was formed 68 years ago, and presently distributes water through over 10,000 service connections to the residents of the City and adjoining unincorporated areas. Figure II-9 (Backbone Water System) identifies the MVWD's backbone water system. Water is currently available to all portions of the study area.

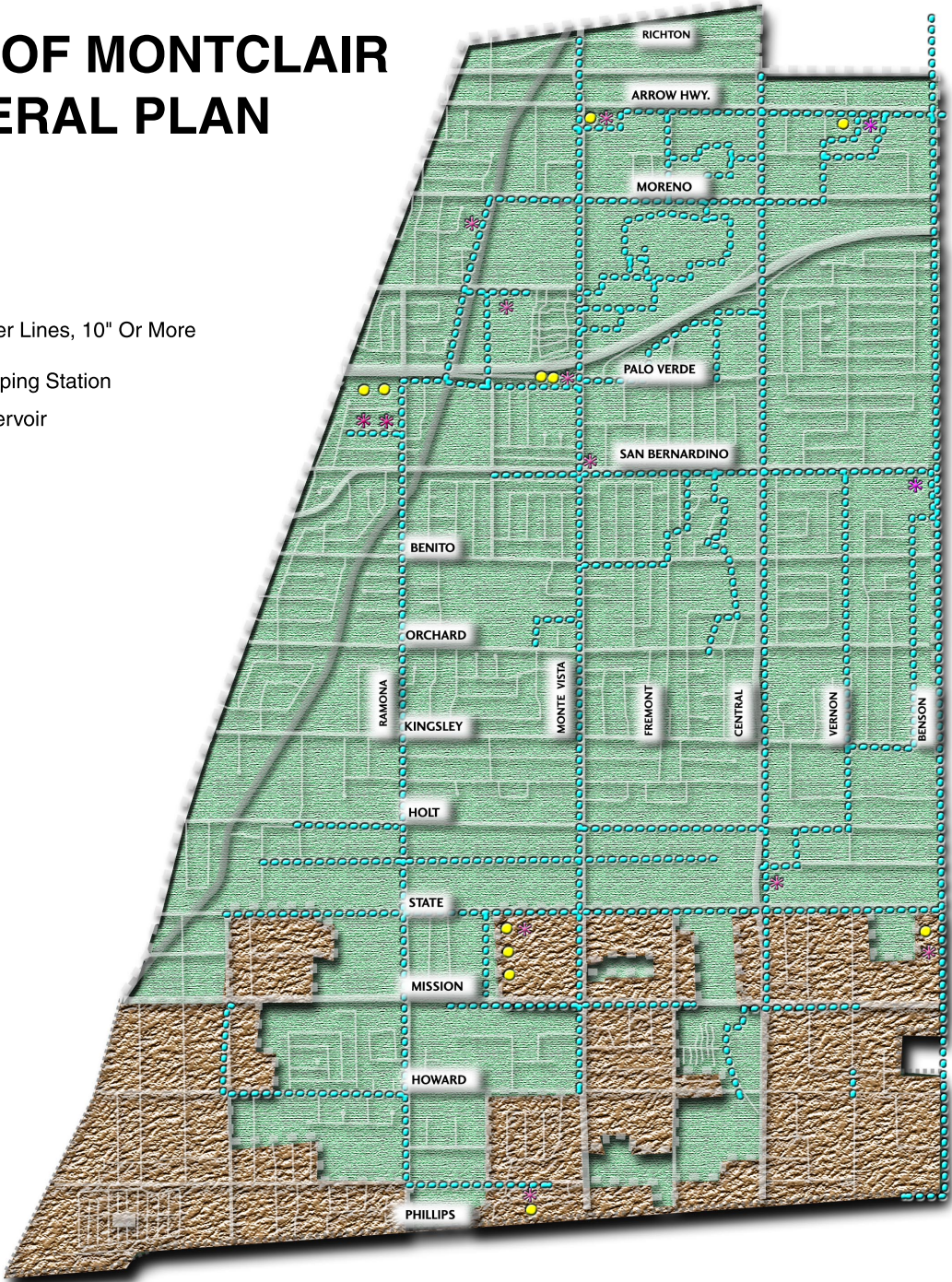
MVWD, like most of the water distribution agencies in the Chino Basin, acquires the vast majority of their water supply from the Chino Groundwater Basin. Approximately 90 percent of the water distributed by the MVWD comes from the 12 MVWD - owners and operated wells which can provide a total flow of 13,000 gallons per minute (gpm). These wells, in conjunction with 11 reservoirs with a total storage capacity of 14.5-million gallons, are the principal

Figure II-7

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  Water Lines, 10" Or More
-  Pumping Station
-  Reservoir



BACKBONE OF WATER SYSTEM



components of the district's water production and storage facilities. The district also operates and maintains approximately 125 miles of service and transmission mains within its 7.3 square mile service area. These facilities are adequate for a maximum daily demand of 12-million gallons.

In 1994, the MVWD prepared a "Water Master Plan" to aid in the planning and financing of future service facilities. This plan projected the future service areas and demands of the District and recommended the necessary facilities to provide water service to the expanding areas. Unforeseen developmental trends have made the current plan obsolete, and the District is taking initial steps to have the plan updated.

The overall regional responsibility for the supply and quality of groundwater in the Chino Basin belongs to the Chino Basin Municipal Water District (CBMWD) through its responsibility as Watermaster. This responsibility includes the administration of groundwater extraction rights to users within the Basin. MVWD's allocation for 1981 was 4,115 acre-feet; however, more than 7,800 acre feet was pumped from the Chino Basin through the CBMWD's wells. To replenish this overdraft, the Watermaster purchases imported water and passes on the recharge costs to the CBMWD.

Water Conservation and Reclamation

The responsibility for water conservation and reclamation in the Chino Basin is shared by several regional agencies. The Chino Basin Watermaster manages the extraction of water from the Chino Basin and determines the replenishment requirements of the Basin to eliminate overdraft. The Chino Basin Municipal Water District, as the regional wastewater treatment agency, is responsible for the disposal and reclamation of treated effluent. The San Bernardino County Flood Control District (SBCFCD), as the regional flood control agency, is responsible for the protection of life and property from

uncontrolled storm waters and also captures and recharges some storm water runoff.

Unlike the Watermaster, CBMWD and SBCFCD, whose water conservation and reclamation services are somewhat secondary to their main functions, the CBWCD has a primary duty to promote, develop, and finance water conservation and reclamation facilities within the Chino Basin. A continuing public education effort aiming at water conservation and protecting the ground water quality has always been a cornerstone of the CBWCD's goals and operations.

The CBWCD, which is headquartered in the City of Montclair, was formed in 1949 in response to fears that Orange County would consume water from the Chino Groundwater Basin. The District owns and/or operates 15 water conservation and recharge facilities within its boundaries that include all of Montclair, Ontario, and Chino, as well as portions of Rancho Cucamonga, Upland and Chino Hills. Due to the excellent porosity of the soils creating the basins, CBWCD percolates as much as 10,000 acre-feet of water into the ground water aquifer on an annual basis. In this context, the Montclair basins are one of the primary facilities available to the Watermaster for returning water to the basin. The future plans of the CBWCD include the purchase of lands and construction of additional recharge basins. It may include percolation of reclaimed water.

There are two major CBWCD water conservation facilities located within the corporate boundaries of the City of Montclair. The Montclair basins comprise 60 acres adjacent to the east side of the San Antonio Channel in the north part of the City, in the form of four percolation basins. One of the four basins was recently expanded. A turnout from the San Antonio Channel delivers both storm water and imported water (deposited in the channel upstream by a Metropolitan Water District pipeline) to the basins for percolation into the Chino Groundwater Basin.

The CBWCD also operates the 22-acre Brooks Street Basin located west of Ramona Avenue and north of the Southern Pacific Railroad right-of-way. This recently expanded facility accepts runoff from the West State Street Storm Drain, a lined trapezoidal channel that flows westerly along the railroad right-of-way to the San Antonio Wash. The basin also receives runoff from Silicon Avenue on the west and Holt Boulevard and Brooks Street on the north.

The potential for future water conservation and reclamation facilities within the City are somewhat limited by the availability of land adjacent to major sources of reclaimable water. Existing developments and land uses that are compatible with a conservation or reclamation facility further contribute to the scarcity of desirable sites. However, even without any additional water conservation facilities, the City has a higher concentration of major functional water conservation facilities than any city its size in San Bernardino County.

Regional Sewer Services

Sewage treatment and disposal within the Chino Basin and the City of Montclair is the responsibility of the CBMWD. In addition to providing primary, secondary and tertiary sewage treatment, CBMWD owns and maintains the regional interceptor sewers that collect and transport waste to its treatment plants. CBMWD, 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, CBMWD provides treatment and disposes 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.

CBMWD'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 CBMWD's Carbon Canyon Plant located in South Chino.

Sewage from the City of Montclair and its sphere of Influence is treated at two different locations by CBMWD. 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-million gallons per day (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.

In addition to servicing most of Montclair and portions of its Sphere of Influence, the Carbon Canyon Plant treats sewage from the Cities of Chino, Upland and the State institutions.

CBMWD 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.

Local Sewage Collection



The planning for the present City of Montclair sewer system began in 1960, when a report entitled "Report on Master Sewage Plan" was completed with the intention of providing a master plan for the orderly development of a sewage collection and disposal system for the City, as it existed at that time, and to provide facilities for the future expansion.



Figure II-8

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  City of Montclair Line
-  CBMWD Collector Line
- 12 Line Size In Inches



EXISTING SEWER FACILITIES





The master sewer plan included land use and population projections for the city beyond the year 2000. From those projections and regional wastewater generation data, a trunk sewer system was outlined that would service existing and future City areas.

The City entered into contract with CBMWD in 1973 for the disposition and treatment of sewage through the construction of the Montclair Regional Interceptor that delivers up to 2.2 mgd of sewage from the study area. Figure II-7 (Backbone Sewer System) shows the backbone sewer system for the city.

FLOOD CONTROL AND DRAINAGE FACILITIES

Local storm drain planning in and adjacent to the presently incorporated City was somewhat lacking prior to and for some time after the incorporation of the city. Local storm water drainage problems were solved by the individual cities and by the regional flood control agency, the San Bernardino County Flood Control District (SBCFCD). Interagency coordination was minimal or nonexistent. In an effort to coordinate the storm protection efforts of agencies in the extreme southwest part of the San Bernardino County, the SBCFCD initiated the preparation of Storm Drain Master Plan No. 1. The study area for this plan included all the area from the San Antonio Wash on the west to the Cucamonga Creek Channel on the east, extending north to the San Bernardino National Forest, and south to the Riverside-San Bernardino County line. Included in this area are the cities of Upland, Ontario, Chino and Montclair, as well as a large amount of unincorporated county area.

The San Antonio Wash is the principal drainage channel that serves the City. The improved rectangular concrete-lined facility roughly parallels the west boundary of the

City, just inside the City limits. Most of the local drains in the city begin in north-south streets and connect to larger east-west laterals that eventually terminate in the San Antonio Channel. Average fall in the City's north-south street is in excess of two percent, and the water-carrying capacity of these streets and the City's storm drains is very good.

Another major drainage channel in the city is the West State Street Channel. This concrete-lined trapezoidal channel extends from Mountain Avenue in the City of Ontario along West State Street and the Southern Pacific Railroad right-of-way to the San Antonio Channel. This channel intercepts major flows from both City of Montclair and City of Ontario storm drains flowing from the north. Several smaller local drains empty into the West State Street and Montclair Basins. Most of the master planned storm drains of the 1966 SBCFCD "Project I Master Plan" have been constructed with the exception of Mission Boulevard Storm Drain, which will reduce local flooding south of Mission Boulevard. A new drain along Brooks Street, west of Monte Vista Avenue is planned for 1998, and future reconstruction of the West State Street Channel will further enhance the storm water carrying capacity of the regional system. The City's flood control system is illustrated in Figure II-9 (Flood Control System).

Solid Waste Facilities

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 generates approximately 42,000

Figure II-9

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

- Flood Control Backbone
- Retention Basin



BACKBONE FOR FLOOD CONTROL SYSTEM





tons of refuse annually, 24 percent of which is being diverted from the landfill, mostly through recycling.

Various landfills within the San Bernardino County landfill system are now being evaluated, both for possible closure and expansion. These determinations will be made as the cities in the County develop their refuse disposal plans. These plans are based on a number of factors, including long term capacity, liability issues, and costs.

Besides implementation, the City has 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.

PUBLIC UTILITIES

Public utilities, although regulated by the Public Utility Commission (PUC), have gone through considerable changes over the past decades with the deregulation of many components of the functions. It made the services more consumer oriented and offering more choices to the general public. This section covers electrical, natural gas and telephone services for the study area.

Electrical Service

Electrical service within the Montclair study area is provided by the Southern California Edison Company. The study area is serviced by three electrical substations within the City. The major portions of the city are served by the substation located at Monte Vista Avenue and Arrow Highway. A small part of the southeastern portion of the study area is served by the Narod Substation in southwestern Ontario. Another small area in the southwestern portion of the study area is served by the Francis Substation located at the intersection of Francis Street and East End Avenue. All three of these facilities have three 66 kilovolt (kv) lines running into the substation and three 66kv lines exiting

the substation. Distribution lines are located throughout the study area.

Natural Gas Service

The Southern California Gas Company provides natural gas service to the City of Montclair. Natural gas is brought into the area by a 36-inch transmission line located along Benson Avenue. The gas is then transported into the Ontario regulator station where the pressure is reduced to distribution level. Natural gas is then transported throughout the study area through the 6-inch distribution line located along Central Avenue to a backbone system, which consists primarily of 2-inch lines designed to maintain proper service pressures.

Telephone Service

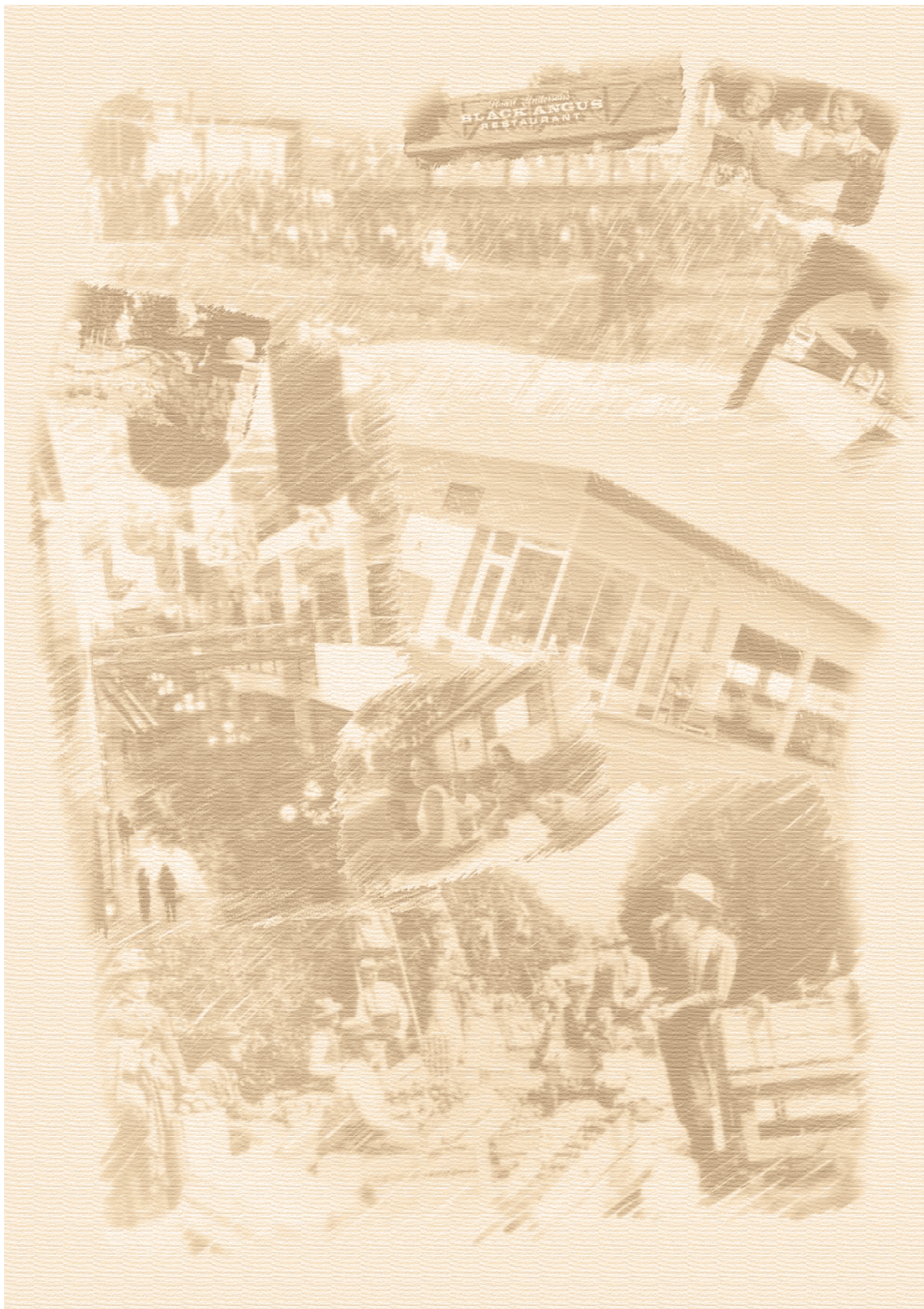
For years, General Telephone Company (GTE) had been the sole provider of local telephone services. The recent deregulation of telephone services by Act of the United States Congress creates a competitive market prompting many carriers to also enter into the local telephone market. In general, the quality and costs of telephone services remain relatively unchanged for residential and business customers in Montclair; however, the choices for providers and service plans have undoubtedly been plentiful.

Communication via the telephone and other electronic media has become more advanced and widespread over the last decades. Mobile or cellular phones, pagers, facsimile, internet, electronic mails, video phones, and many other forms of wireless technology abound through the use of high capacity and high-speed fiber optics lines, satellites and ground receivers have vastly improve the mode and quality of voice communication. The increasing demand for telephone lines and end users would have exhausted the projected telephone numbers available in the original 714 area code boundaries which includes part of Los



DEVELOPMENT ISSUES

Angeles, San Bernardino, Riverside and Orange Counties. In 1993, a large portion of the service area in the non-desert part of the San Bernardino County, which includes Montclair and the eastern edge of the Los Angeles County, were combined to form a new 909 area code.



CHAPTER 3

CHAPTER 3

PUBLIC HEALTH AND SAFETY

INTRODUCTION

An understanding of the threats to the health and safety of the community is an important part of the General Plan process. The purpose of this chapter is to describe local hazards to the health and safety of Montclair residents. The natural and man-made conditions addressed in this chapter include hazards from:

- Geologic and seismic conditions
- Flooding
- Noise
- Air Pollution
- Crime
- Fire Emergencies
- Natural Disasters
- Hazardous Materials

GEOLOGIC AND SEISMIC CONDITIONS

Land Form

The Montclair area is located in the northwest portion of the 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 topography of the study area is typical of the basin and illustrated in Figure III-2 (Topography Map). There exists little, if any, slope from east to west and a general two percent slope to the south. Study area elevations run from 1,300 feet above mean sea level (MSL) along the northern boundary

of the study area to 850 feet above MSL at the intersection of Phillips and Pipeline Avenues. The only steep slopes in the study area are those which were created by past mining activities. Landslide and erosion hazards are not significant.

Regional Seismicity

In the analysis of a given geologic setting in California, the most critical feature is earthquake hazards. By identifying the seismic risk associated with any existing or proposed development and comparing it with the risk reduction plans and programs, planning decisions can be made to enhance the safety of the community.

Four major active or potentially active earthquake fault zones are found within the general Montclair area: (1) the San Andreas Fault system (active) is oriented in a northwest-southeast direction and passes along the base of the San Bernardino Mountains and through the Cajon Pass; (2) the Cucamonga Fault (potentially active) passes north of the basin in an east-west direction at the foot of the San Gabriel Mountains; (3) the Chino Fault (potentially active) is oriented in a northwest-southeast direction and lies at the eastern base of the Chino Hills; and (4) the San Jacinto Fault (active) runs parallel to the San Andreas Fault, to the south and slightly west of the San Andreas Fault. Smaller faults are found in the northern portion of the basin. Many of these faults have exhibited historical seismic activity that has caused the displacement of alluvial sediment. (See Figure II-1)

Geologic surveys conducted by the United States Geological Survey (USGS) across faults of the San Andreas system in central and southern California, show little movement of the San Andreas Fault (the major active fault in the study area) between 1964 and 1972.

The primary seismic and associated geologic hazard in the Montclair study area

is earthquake shaking. 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. The reason for this high degree of shaking potential is primarily due to the basin's composition of loose, unconsolidated alluvial fill (gravel, sand, silt, and clay).

Within the past 150 years, San Bernardino County has been an area of high seismic activity. During that period, more than 11 earthquakes of magnitude (M) 6.0 or greater on the Richter Scale have occurred within a 50-mile radius of the study area. These include:

- The earthquake of January 9, 1857, centered near Fort Tejon, had a magnitude of approximately 8.3M.
- The earthquake of July 22, 1899, centered near the Cajon Pass, had a magnitude of approximately 6.5M.
- The earthquake of April 21, 1918, centered near Hemet in Riverside County, had a magnitude of approximately 6.8M
- The earthquake of July 11, 1923, centered near Highgrove in Riverside County, and which had a magnitude of approximately 6.3M.
- The earthquake of December 4, 1948, centered near Desert Hot Springs in Riverside County and which had a magnitude of approximately 6.5M.

The most recent major earthquakes in the same area include:

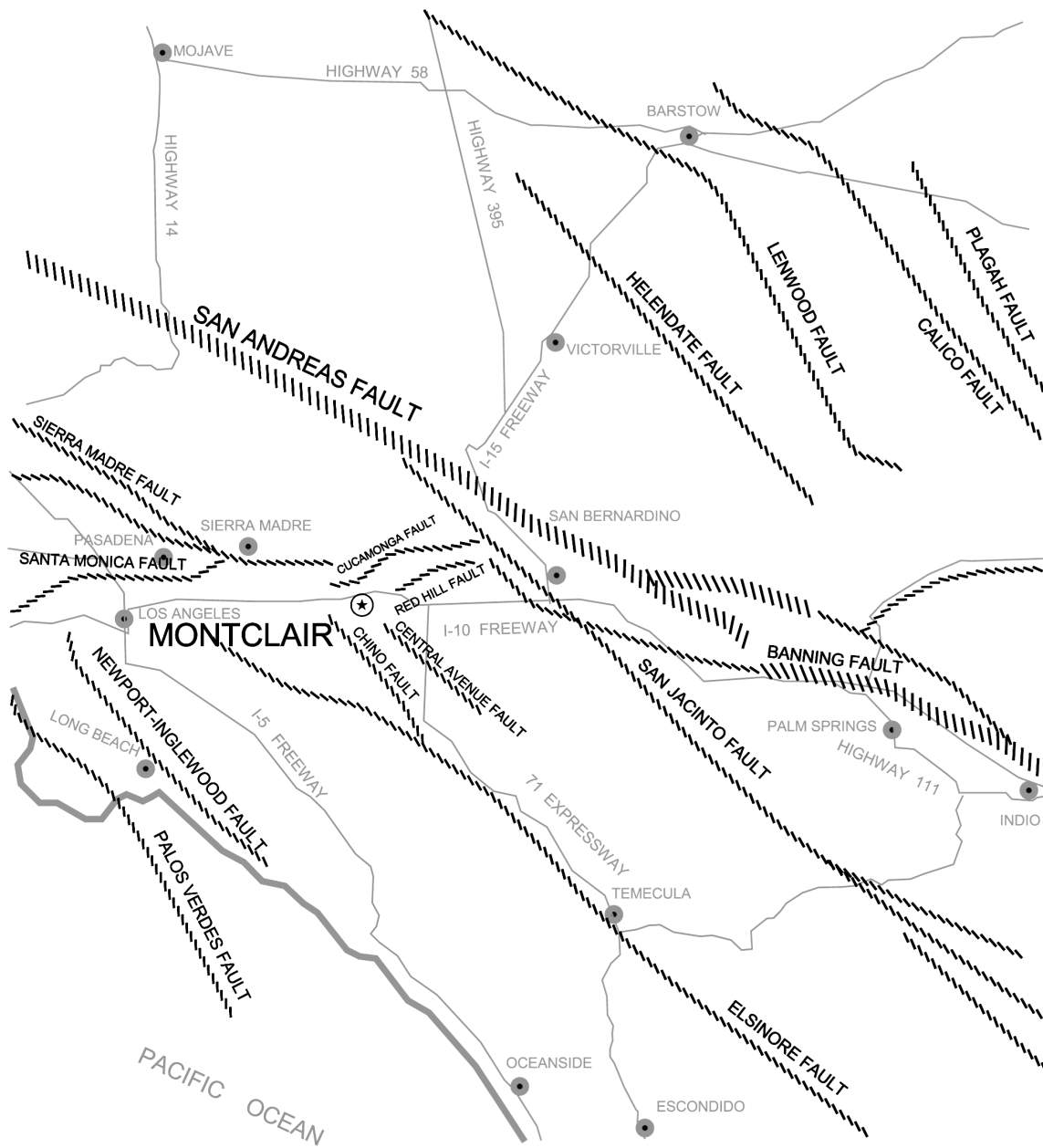
- The Landers earthquake of June 28, 1992 in the San Bernardino high desert area, measuring 7.3M.

- The Big Bear earthquake of June 28, 1992 in the San Bernardino Mountains, measuring 6.6M.
- The Joshua Tree earthquake of April 22, 1992 in the San Bernardino County, measuring 6.3M.
- The Whittier-Narrow earthquake of October 1, 1997 in Los Angeles County, measuring 5.9M.
- The San Fernando earthquake.
- The Sylmar earthquake.
- The Northridge earthquake in 1994.
- The Upland earthquake of February 28, 1991 in the north end of Upland, approximately 8 miles from the Montclair city limits, with a magnitude of 5.5M. Due to its close proximity to Montclair, moderate damage occurred in Montclair, consisting of mostly collapsed chimneys, cracked walls and minor structural damages in Montclair. Montclair is fortunate to not have any masonry buildings that are prone to damage or collapse in a major quake.

The probability of future earthquakes is statistically related to the occurrence of past earthquakes. From available data, it appears that the Southern California area will be subject to an earthquake with a magnitude of 6.0 to 7.0M about once every five to ten years, and an earthquake with a magnitude of 7.0 to 8.0M about once every 20 to 25 years.

A regional seismic factor of 1X on the Modified Mercalli Scale, which measures intensity (physical effect) of an earthquake, has been assigned to Montclair and other areas overlying the alluvial sediments of the basin. This represents a considerable level of damage, such as buildings shifted off foundations, ground cracks and broken underground pipes.

Figure III-1
REGIONAL FAULTS



CALIFORNIA DIVISION OF MINES AND GEOLOGY



FLOOD HAZARDS

The basin receives storm water in two main forms: (1) concentrated flows emerging from the San Gabriel Mountains, and (2) generalized flows resulting from direct rainfall to the area. In the past, both of these sources have created flood problems, although concentrated flows from the mountain canyons present the most serious problem.

Damage caused by flooding occurs every few years. Major floods have been produced by winter storms usually occurring from December through March. These storms typically produce moderate to heavy rainfall over a period of hours or days. A series of storms or a prolonged single storm is capable of producing a large flood in many portions of the basin. Tropical thunderstorms are another potential cause of flooding in the basin. These storms usually occur in localized areas in high mountain canyons and have significant effects on down-stream areas. Storm water is quickly collected in steep canyons and proceeds downstream with increasing velocity. This "flash flood" does the most damage, decreasing as the water spreads into sheet-flows as slopes decrease. Other causes of flooding such as dam failure and excessive snow pack melting are not a major threat to the basin.

The San Bernardino Country Flood Control District, in conjunction with the Army Corps of Engineers, is responsible for flood-related activities in the basin. Prado Dam is the major structure controlling water flows from the San Gabriel Mountains to Orange County via the Santa Ana River.

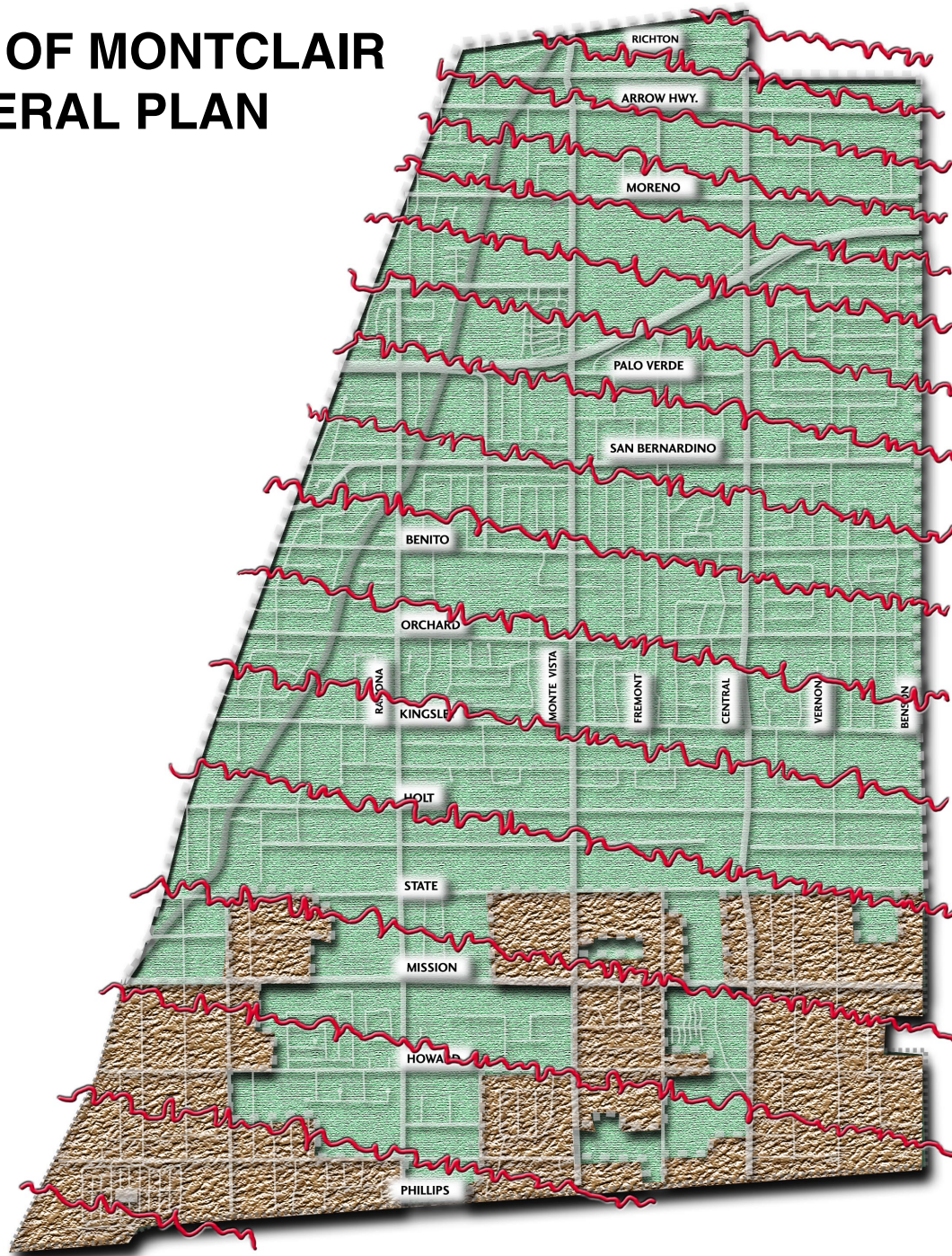
The San Antonio Dam, located five miles north of the City limits, serves as a flood control dam, with a capacity of 9,285 acre-feet. It is rarely, if ever, filled to capacity. Dam failure is not considered a significant threat to the City as the only time such possibility exists would be when the dam is

filled to capacity and its structure fails to withstand a seismic event occurring in the nearby fault line.

Information recently made available to the Federal Emergency Management Agency (FEMA) in connection with 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 one 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 change allowed that the entire Montclair planning area be classified as "Zone C", a protected zone, and therefore, compliance with the previous "Special Flood Hazard Area ("Zone A") is no longer necessary.

Figure III-2

CITY OF MONTCLAIR GENERAL PLAN



TOPOGRAPHY MAP



NOISE

Noise, as it has been simply defined, is "unwanted sound." It is an undesirable by-product of transportation systems and industrial activities within a community that permeates man's environment and causes disturbance. The full effect of such noise on individuals and the community will vary with its duration, its intensity, and the tolerance level of the exposed individuals.

Noise Survey Results

The most significant noise producing activity within the City involves the transportation system (arterial, freeways, rail lines, and aircraft flyovers). In addition, numerous fixed sources of noise exist within portions of the City. Various locations within the City of Montclair were surveyed to establish the existing levels of noise. These measurement sites were selected to determine the impact of noise on residential areas due to traffic on major arterial (including the San Bernardino Freeway). A total of 22 noise measurements was obtained, four of which were 24-hour samples. The measurement locations and the sound levels measured at each position provide a definition of the overall noise environment of the City of Montclair. Of the 22 measurements, four were taken at noise-sensitive locations.

The following provides an inventory of noise sources measured within Montclair and the ranges of peak sound levels generated by these sources (see Table III-1).

When the sound level of a noise is indicated, the distance from source to receiver must be stated. These noise sources were measured at various locations throughout the City. The sound levels are therefore not necessarily indicative of any particular area or location.

Community Noise Equivalent Level (CNEL) Contours

CNEL contours have been derived for each of the noise-producing transportation elements within Montclair. The previously cited noise measurements and generally recognized analytical procedures were used in the preparation of the CNEL contour maps (Figures III-3 CNEL Noise Contour Map). Contours are provided for CNEL values from 60 to 75 dB in 5 dB increments for the existing and projected environments within the City.

A significant portion of the noise experienced in the study area is produced by traffic on the freeway and the primary and secondary arterial. Each of the arterial within the City has been considered in the development of the CNEL contours. Also considered in the development of the contours were aircraft operations at Ontario International Airport and operations on the AT&SF, Southern Pacific, and Union Pacific rail lines. The rail line contours were developed using the train activity data supplied by the individual rail companies. Also, the airport contours developed by Olson Laboratories, Inc., were used to derive the location and shape of the 60 dB contour line based upon measurements of aircraft flyovers obtained within the City. The existing and projected CNEL contour lines for airport activity from Ontario International Airport are provided in Figures III-6 (Ontario International Airport Noise contour Map) respectively.

Freeway and Highway Traffic Noise

CNEL values at residential locations bordering the freeway are in the range of 70 to 80 dB. This range of levels is greater than is considered acceptable, and will compromise the welfare of residents exposed for a long period of time.

The construction of soundwalls along the residential portions of the San Bernardino Freeway in the Montclair area serve to

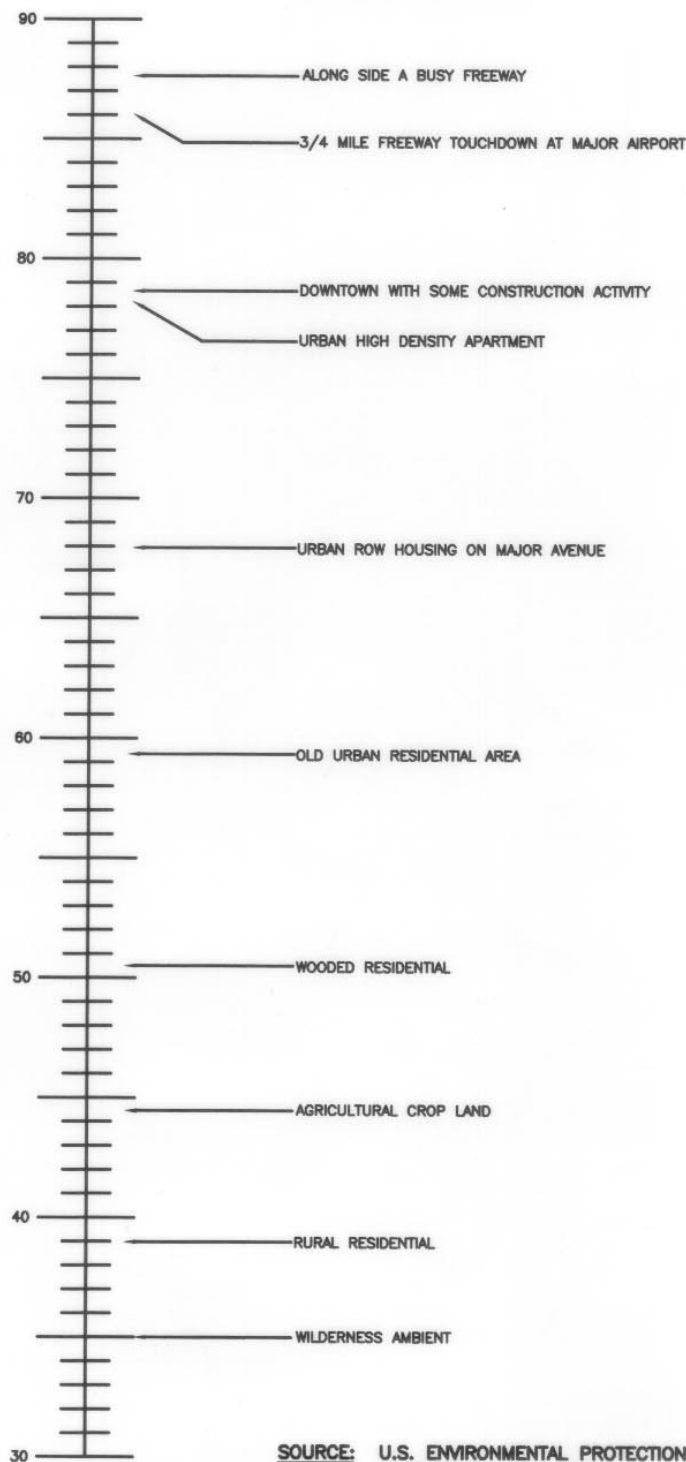


Figure III-3

TYPICAL OUTDOOR COMMUNITY NOISE EQUIVALENT LEVELS

CNEL IN DECIBELS

OUTDOOR LOCATION

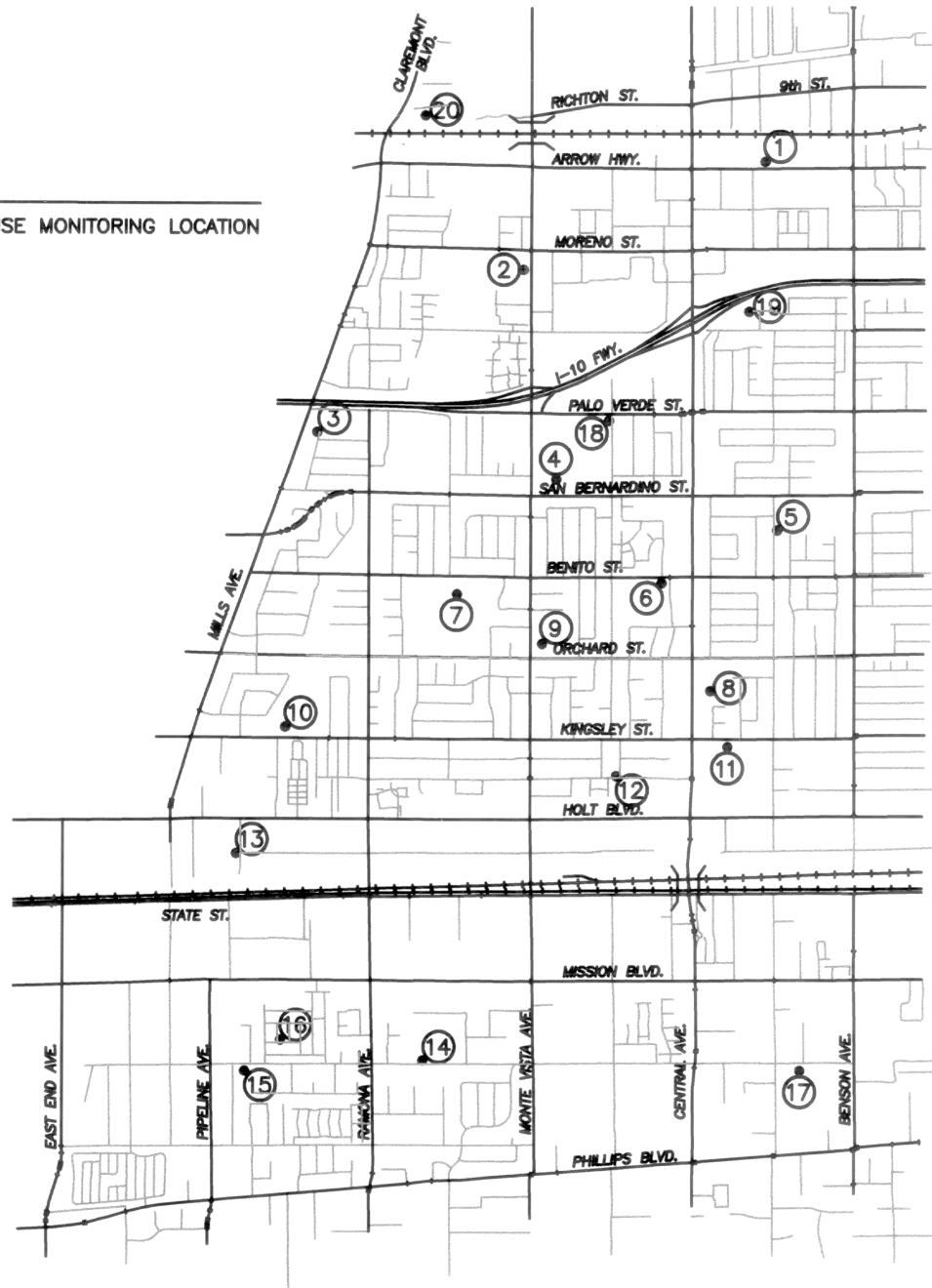


SOURCE: U.S. ENVIRONMENTAL PROTECTION AGENCY,
PROTECTIVE NOISE LEVELS

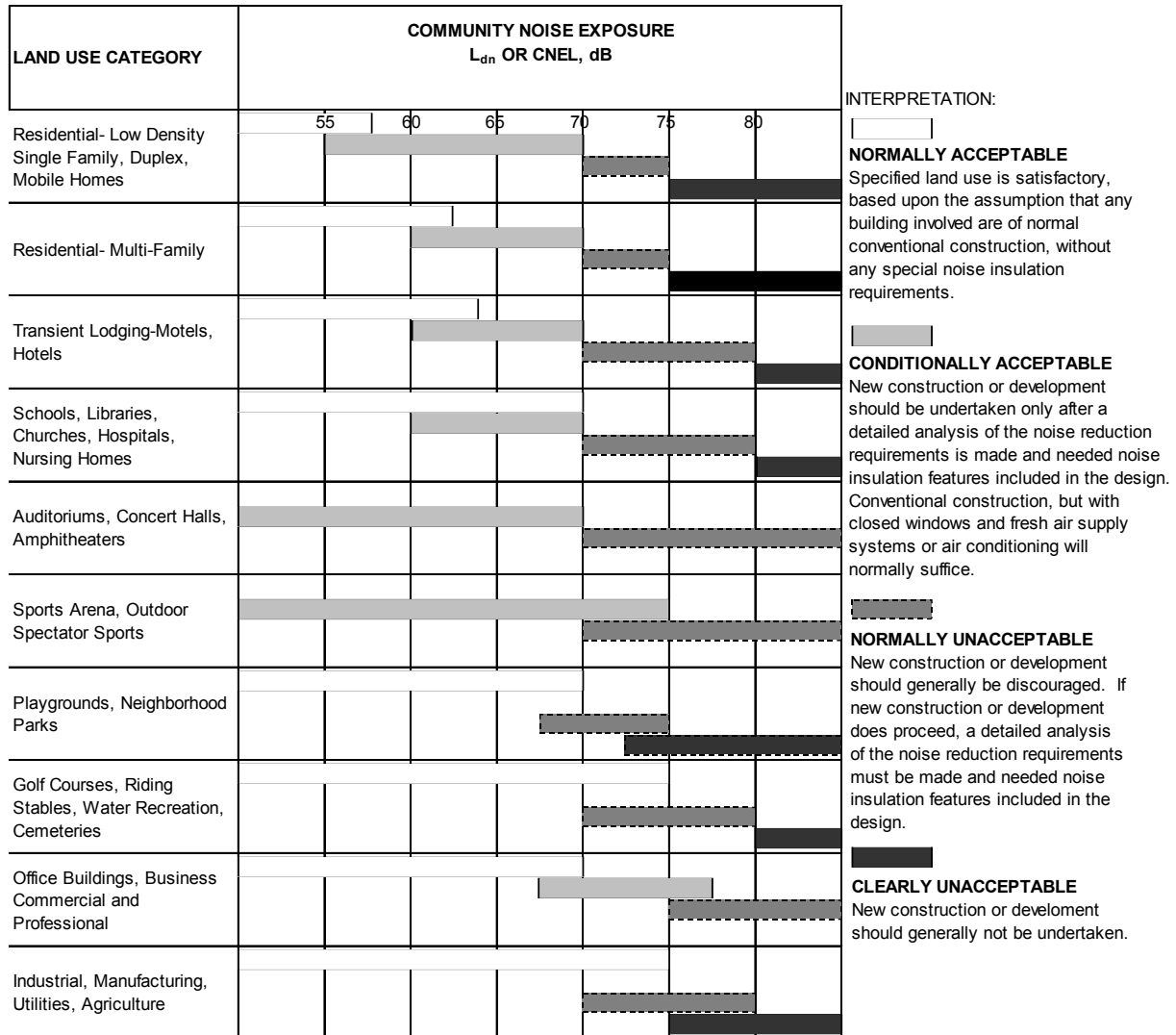
Figure III-4
NOISE MONITORING LOCATIONS

LEGEND:

⑭ = NOISE MONITORING LOCATION



**Figure III-5
NOISE COMPATIBILITY MATRIX**



SOURCE: STATE OF CALIFORNIA GENERAL PLAN
GUIDELINES, NOVEMBER, 1988

TABLE III-1

**CITY OF MONTCLAIR
EXISTING NOISE MEASUREMENT¹**

MONITORING LOCATION ²	DESCRIPTION	PRIMARY NOISE SOURCE	MEASURED EXTERIOR NOISE LEVELS (Dba Leq)
1	Forest Day School	Arrow Highway	69.9
2	OPARC and Monte Vista Care Facilities	Moreno Street & Monte Vista Avenue	70.9
3	Kingdom Hall Church	I-10 Freeway	71.9
4	U.S. Family Care Hospital	San Bernardino Street	72.9
5	Vernon Junior High School	San Bernardino Street	73.9
6	Alma Hofman Park	Benito Street	74.9
7	Montclair High School	Benito Street	75.9
8	Our Lady of Lourdes School	Central Avenue	76.9
9	Monte Vista Elementary School	Monte Vista Avenue	77.9
10	Lehigh Elementary School	Kingsley Street	78.9
11	Saratoga Park	Kingsley Street	79.9
12	Montclair Manor Convalescent Hospital	Bandera Street & Holt Boulevard	80.9
13	Future Residential	Holt Boulevard	81.9
14	Howard Elementary School	Howard Street	82.9
15	Ramona Elementary School	Howard Street	83.9
16	Hacienda Mobile Home Park	Mission Boulevard & Howard Street	84.9
17	Mission Elementary School	Howard Street & Vernon Street	85.9
18	The Pine Apartments	Palo Verde Street & I-10 Freeway	86.9
19	MacArthur Park	I-10 Freeway	87.9
20	Industrial Asphalt Batch Plant	Claremont Boulevard & Industrial Asphalt	88.9

¹ Existing noise level measurements were taken by RKJK & Associates, Inc. on October 20, 1998.

² Exhibit G shows the noise monitoring locations.

reduce the emission of excessive noise affecting the residents who reside near and along the freeway.

The CNEL values at the residential location directly adjacent to the several arterials, exceed 65 dB. Hence, the noise exposures at these residential locations are considered excessive (see Table III-2).

Noise from Ontario International Airport

With the implementation of the FAA Part 95 study in replacing older aircraft engines and

in major shift in aircraft takeoff patterns, and even at the current level of activity, the impact of flight operations at Ontario International Airport is no longer considered significant at existing residential locations in the southern portion of the city.

The future impact of OIA will be directly related to the increasing number of flight operations occurring each day and the time of day at which they occur. A significant increase in nighttime operations will have a detrimental affect on the quality of life within the Montclair study area.

Figure III-6
**ONTARIO INTERNATIONAL AIRPORT
 FUTURE AIRCRAFT NOISE CONTOURS**

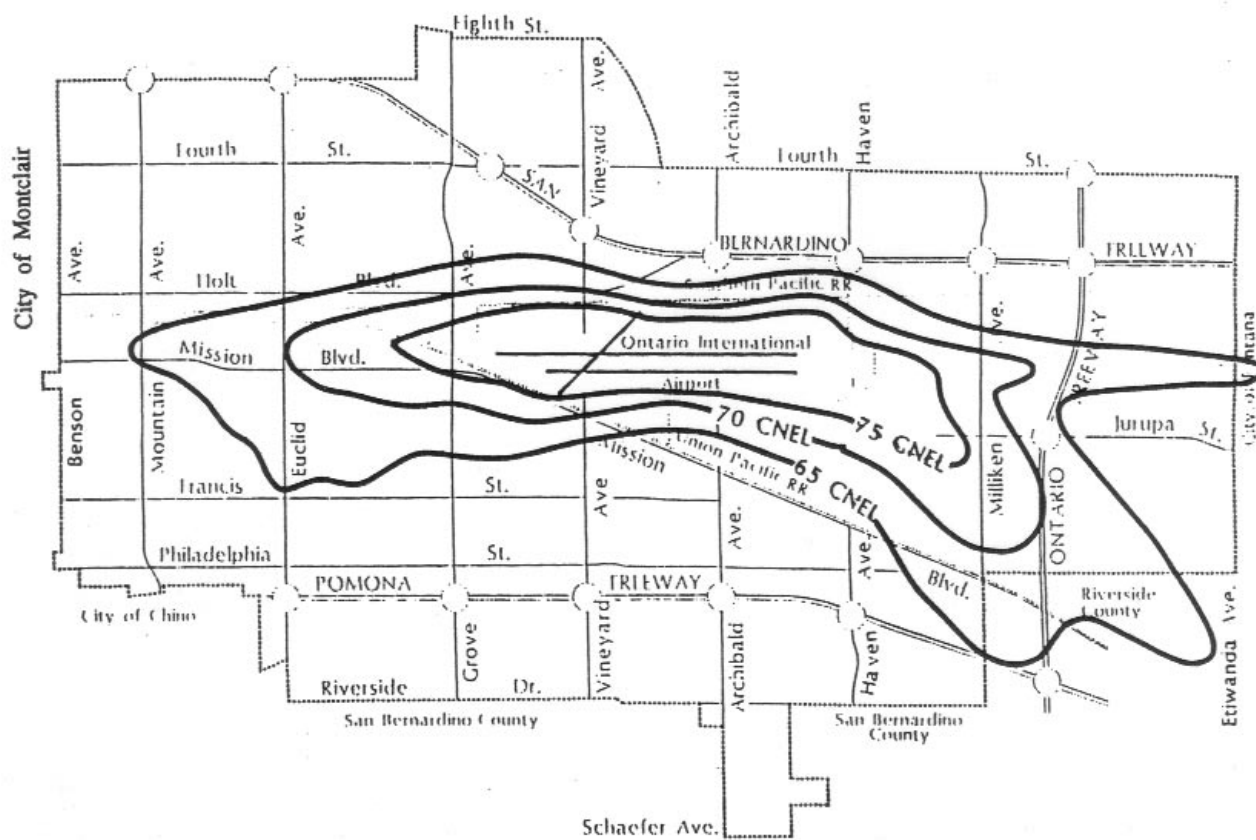


TABLE III-2

**CITY OF MONTCLAIR
INTERIOR AND EXTERIOR NOISE STANDARDS**

CATEGORIES	LAND USE	NOISE STANDARDS	
		INTERIOR ^{1,2}	EXTERIOR
Residential	Single and multi-family, duplex, mobile homes	45	65 ³
Commercial	Hotel, motel, transient lodging,	45	65 ³
	Commercial retail, bank, restaurant	55	-
	General office, reception/clerical	50	-
	Private offices, research and development	45	-
	Amphitheater, concert hall, auditorium, movie theater	45	-
Institutional/Public	Hospital, nursing home, school classroom, church, library	45	65 ³
Industrial	Manufacturing, warehousing, etc.	65	-

¹ Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements.

² Indoor environment excluding bathrooms, toilets, closets and corridors.

³ Outdoor environment limited to rear yard of single homes, multi-family patios and balconies (with a depth of 6 feet or more) or common recreational areas.

⁴ Outdoor environment limited to playground areas and picnic areas.

Of lesser impact are the helicopters that fly over the City. They generate noise levels in the range of 85 to 95 dBA; however, the number of helicopter operations over the City is significantly less than the number of aircraft operations.

Short-term noise generated by low flying aircraft on take-off or landing from the OIA are often perceived as a nuisance to residents in the southern part of Montclair.

Noise from Train Movements

At the current level of activity, the impact of operations on the AT&SF, Southern Pacific, and Union Pacific Railroad lines is significant at existing residential location in the northern and southern portions of the City. The level of activity on the Pacific Electric Railroad line is no longer an issue as the tracks are no longer in use with the City limits and the adjoining vicinity.

Currently there are approximately 16 to 20 operations per day on all but the Pacific

Electric Railroad line according to data supplied by the individual rail companies. This level of activity is expected to increase significantly due to increased demand for rail services. Any future impact will be directly related not only to the number of operations occurring each day but also to the time of day at which they occur. A significant increase in nighttime operations will have a detrimental affect on the quality of life in Montclair. The late night and early morning train passes are the primary annoyance to residents who live adjacent to the tracks. The pending "Alameda Corridor" freight train concept is currently being studied by all jurisdictions affected, including Montclair, for its noise and traffic impacts.

Commercial/Industrial Noise

In general, commercial and industrial noise within the City is not excessive. However, where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact exists. This impact is primarily related to noise generated



TABLE III-3

CITY OF MONTCLAIR
MAXIMUM RESIDENTIAL/ NON-RESIDENTIAL NOISE LEVELS (dBA)¹

CATEGORIES	MAXIMUM DURATION PERIOD	PERCENT NOISE LEVEL ²	NOISE LEVEL ADJUSTMENTS ABOVE BASE EXTERIOR NOISE LEVEL	MAXIMUM EXTERIOR NOISE LEVEL ⁴	
				7:00 A.M. TO 10:00 P.M.	10:00 P.M. TO 7:00 A.M.
Residential	Level	L_{eq}		55	45
	30 Minutes	L_{50}	+0	55	45
	15 Minutes	L_{25}	+9	64	54
	5 Minutes	L_8	+14	69	59
	1 Minutes	L_2	+16	71	61
	Not Permitted	L_{max}	+16	71	61
Commercial	Level	L_{eq}		65	55
	30 Minutes	L_{50}	+0	65	55
	15 Minutes	L_{25}	+9	74	64
	5 Minutes	L_8	+14	79	69
	1 Minutes	L_2	+16	81	71
	Not Permitted	L_{max}	+16	81	71
Industrial	Level	L_{eq}		70	60
	30 Minutes	L_{50}	+0	70	60
	15 Minutes	L_{25}	+9	79	69
	5 Minutes	L_8	+14	84	74
	1 Minutes	L_2	+16	86	76
	Not Permitted	L_{max}	+16	86	76

¹ "Not to exceed" criteria for residential areas impacted by stationary noise sources (e.g. industrial centers)

² The percent noise level is the level exceeded "n" percent of the time during the measurement period.
 L_{50} is the no level exceed 50% of the time.

³ All ambient noise measurements shall commence at the base (minimum) ambient noise levels.

⁴ Equals Base Ambient Exterior Noise Level plus the noise level adjustments.

⁵ The max exterior noise level will vary based on the measured exterior noise (Base Ambient Noise Level) plus noise level adjustments.

by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the buildings.

Construction Activity

The impact of construction noise that occurs during the daytime is considered minimal for no more than two or three months of activity. However, late night and weekend disturbance caused by construction noise may cause a significant impact when experienced at nearby residential locations. The City's Noise Ordinance establishes strict performance standards regulating noise generation from construction activities. It should be pointed out that the necessary night time construction activities on the San Bernardino Freeway for the freeway widening and interchange improvement, during the period from 1997 through 1999, will create noise in excess of the limits set forth in the ordinance.

Noise Sensitive Locations

In general, sound levels occurring at noise-sensitive locations within the City are not considered excessive. However the following areas are located within a 65 dB CNEL contour as identified on the maps of Figures III-3 (CNEL Noise Contour Map) and Table III-3 (Noise Sensitive Locations within the 65dB CNEL Contour).

Noise-Sensitive Locations within the 65 dB CNEL Contour

Portions of Bethany Christian School and Kindergarten
 Forrest Day School
 Kingsley School
 Margarita Elementary School (now closed)
 Portions of Monte Vista Elementary School
 Our Lady of Lourdes School
 Ramona School
 Howard School
 Portions of Serrano Junior High School
 Portions of Vernon Junior High School

Portions of US Family Care Hospital
 Portions of OPARC and Monte Vista Care Facilities
 Montclair Manor Convalescent Hospital
 Portions of Montclair Branch County Library
 Portions of Alma Hofman Park
 Kingsley Park
 MacArthur Park

Number of People Affected by Noise

Using the existing CNEL contour maps, zoning maps, and appropriate census data, the number of people exposed to various levels of noise was determined. This was then further reduced to obtain the approximate number of people exposed to noise generated by various sources within the City (e.g. arterial noise, freeway noise, aircraft noise, rail line noise). A greater number of people are exposed to noise from traffic on the major and secondary arterials within the City than from any other source. About 37 percent of the population of Montclair is exposed to a CNEL of 65 dB or more.

AIR QUALITY

Climate

The climate of the study area can be classified as Mediterranean with warm, dry summers and mild winters. The weather is dominated by the Pacific high-pressure system which grows larger in summer, effectively blocking storms generated in the Pacific Ocean from coming ashore, and weakens in the winter, permitting such storms to come ashore. The system also causes the dry air present during the summer, which precludes most thunderstorm activity.

Wind patterns affecting the city generally correspond to the wind patterns in the Basin. In the daytime, winds or sea breezes flow through the Santa Ana Canyon from the coastline toward the interior at about five miles per hour. Night time winds drain the



TABLE III-4

**CITY OF MONTCLAIR
1991-1990 LOCAL AIR QUALITY LEVELS
(As measured at the Pomona Ambient Air Monitoring Stations)**

POLLUTANT	CALIFORNIA STANDARD	FEDERAL STANDARD	YEAR	MAXIMUM 1-HOUR CONCENTRATION	DAYS (SAMPLES) EXCEEDING STATE & FEDERAL STANDARDS
Carbon Monoxide (CO)	0.09 ppm for 8 hours	9ppm for 8 hours	1991	11	0/0
			1992	12	0/0
			1993	8	0/0
			1994	10	0/0
			1995	8	0/0
	20 ppm for 1 hour	35 ppm for 1 hour	1991	11	0/0
			1992	12	0/0
			1993	8	0/0
			1994	10	0/0
			1995	8	0/0
Ozone	0.09 for 1 hour	.12 ppm for 1 hour	1991	0.24	97/59
			1992	0.26	98/55
			1993	0.21	104/45
			1994	0.24	104/47
			1995	0.22	87/47
Nitrogen Oxide (No _x)	.25 ppm for 1 hour	.053 ppm annual averag	1991	0.22	
			1992	0.18	
			1993	0.2	
			1994	0.18	
			1995	0.18	
Sulfur Oxides* (Whitter)	.25 ppm for 1 hour	.14 ppm for 24 hrs or .03 ppm annual averag	1991	0.07	0/0
			1992	0.03	0/0
			1993	0.03	0/0
			1994	NM	NM
			1995	NM	NM
Suspended Particulates (PM ₁₀)** (Ontario)	50 ug/m for 24 hrs.	150 ug/m for 24 hrs.	1991	158	39/1
			1992	649	39/2
			1993	138	38/0
			1994	138	27/0
			1995	167	31/3

interior and flow from the northeast and east at three to four miles per hour. Occasionally, particularly in the winter, a high wind develops. These evening winds, known as the Santa Anas, move roughly southwesterly from the Mojave Desert through the area. Wind velocities have been recorded in the San Bernardino Mountains exceeding 100 miles per hour (mph).

The climatic data for the study area indicates an average rainfall of about 18 inches annually. Most of this precipitation occurs during the months of September through April. The annual average temperatures range from a low of 37 degrees Fahrenheit (F) in the winter to a high of 97 degrees F during the summer. Extreme temperature fluctuation could reach a low of 32 degrees to a high of 110 degrees F.

Surface air temperatures are relatively cool along the Southern California coast as a result of the upwelling of cool ocean water. The resultant shallow layer of cool air at the surface, coupled with warm, dry subsiding air from aloft, produces inversions that occur on about 87 percent of the days in the early morning hours. The overall average occurrence of inversions at the ground surface is 11 days per month; the averages vary from two days in June to 22 days in December and January. Higher inversions, but less than 2,500 feet MSL, occur 22 days each month. Restricted maximum mixing heights, 3,500 feet MSL or less, average 191 days each year.

Air Quality

The study area is located in the South Coast Air Basin, which is one of 11 air basins in the State. These basins are under the jurisdiction of the California Air Resources Board, and are subject to both state and national ambient air quality standards.

With the basin, topography and meteorology combine to create serious air pollution problems. Temperature inversions are a

common occurrence and limit vertical dispersion of pollutants. At the same time, restrictive mountain ranges and generally low winds limit the horizontal dispersion of pollutants. This is especially true in the Montclair area, as there are only three channels between the coastal plain and the San Bernardino Valley through which surface air can be exchanged: (1) the Santa Ana River Channel; (2) the canyon between the San Jose and Puente Hills; and (3) between the San Jose Hills and San Gabriel Mountains. Air movement is dominantly west to east.

The ring of hills and mountains surrounding the basin are the key factory in the poor air quality of the study area as they trap pollutants in the basin. Most of the basin is downwind from air that passes over many pollution sources. Because the inversion lid will not allow for dilution of that progressively polluted shallow layer of air, maximum ozone levels and the total number of days that state and federal clean air standards for ozone are greater in the basin than almost any other area of the air basin. The air monitoring stations measuring a full spectrum of air quality parameters in the study area are at Upland, Fontana and Pomona.

The pollutants that are the focus of State and federal law vary in their chemical composition and toxicity. They are emitted from diverse sources, including transportation, industry, energy production and waste disposal. Once in the atmosphere, contaminants may interact with each other in the presence of sunlight to form various other compounds that may be harmful above certain concentrations.

Pollutants can be separated into two categories, primary and secondary. Primary pollutants are those emitted directly into the atmosphere from a source. They include sulfur dioxide (SO₂), nitrogen oxides (NO_x), carbon monoxide (CO), hydrocarbons (HC), and particulates. Secondary pollutants are those formed in the atmosphere as a result

of complex photochemical processes working on primary pollutants. These include ozone (oxidant) sulfate (SO₄), and suspended particulates. Table III-4 (Local Air Quality Levels) presents a summary of air quality conditions in the general project area. Since air quality conditions may change over time, this table should be periodically updated to reflect the most current data.

For almost every parameter measured, the Chino Basin area continues to have one of the worst air quality in San Bernardino County, and in some instances, in the entire South Coast Air Basin. In contrast, levels of carbon monoxide and oxides of nitrogen are low and rarely exceed state standards. Another concern over air quality in the study area centers around the simultaneous occurrence of high levels of ozone and suspended particulates. Both of these pollutants exceed the State standards regularly, and may reach unhealthful levels at the same time. This may cause greater adverse respiratory effects than if either pollutant alone were exceeding clean air standards.

The plan to achieve this goal is called the Air Quality Management Plan (AQMP). The basic premise of the AQMP is that the air basin can have a certain planned rate of growth and still achieve clean air as long as there are concurrent emissions reductions throughout the basin. The AQMP embodies those tactics that need to be adopted to achieve those reductions. The plan was submitted to the Air Resources Board and to the United States Environmental Protection Agency (USEPA), and is now a part of the State Implementation Plan (SIP) to attain and maintain clean air standards. Principal elements of the AQMP include a mandatory vehicle inspection program, a prohibition against building new pollution sources without retiring an equivalent or greater amount of emissions from other sources; controls on the production, refining, distribution, and use of petroleum-related compounds; controls on heavy-duty vehicles

and equipment; and coordinated transportation, land use, and air quality planning. If these elements are not adopted or replaced with equally effective tactics, the state faces the loss of considerable federal grant monies. Between 1998 and 2010, the air basin must reduce its emissions levels about three times more than what was emitted in the San Bernardino County portion of the South Coast Air Basin (SCAB).

CRIME AND PREVENTION SERVICES

Police service within the incorporated boundaries of the City of Montclair is provided by the Montclair police Department. Figure III-7 shows the location of the City's Police Station in relation to the study area. 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 53 sworn peace officers, 23 civilian employees, including police assistants and cadets, 11 crossing guards, and 20 police reserves. In addition, the department has



Figure III-7

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  Fire Station
-  Police Station



two chaplains, 10 volunteers and six explorer scouts to supplement its regular paid staff. The department also operates 17 marked patrol vehicles, five detective units, and five administrative vehicles. In addition to the normal police functions of uniformed patrol and investigation divisions, the Montclair Police Department also offers a traffic program, a canine program, and participates in two regional narcotics enforcement teams. The department works on a "beat" system with patrol units serving specific geographical areas. The City maintains an average response time of less than one minute in 26 percent of emergency calls, and response times of less than three minutes in 68 percent of emergency calls. Average response time for all calls for service, emergency, and non-emergency calls is five minutes. This average assumes that an officer is already in the field, on his beat responding to a call from the dispatcher. Generally all emergency calls are handled by officers in the field.

The Montclair Police Department consistently maintains a much higher ratio of total police personnel as well as uniformed sworn police personnel than all the West Valley cities. The available 1997 figures indicated that Montclair employs 3.6 Police

Department personnel per 1000 population; whereas the sworn uniformed officers is 1.78 per 1000 population. As indicated in Table III-5 (Law Enforcement Personnel by Category for Selected West Valley Cities), this ratio is presently higher than for other proximal communities.

The location of existing police and fire department facilities is illustrated in Figure III-7 (Location of Police and Fire Stations).

To combat citizen apathy and to better educate the residents with crime prevention techniques and the need to get involved in making their own community a safer place to live and to work, the Montclair Police Department offers a wide range of community awareness programs and seminars:

- Neighborhood watch
- Rape prevention
- Robbery prevention
- Short-change artist prevention
- PAL (Prevention Against Loss) seminars on proper dead bolts; also offering drills and templates for each installation
- Engraving pencils and pamphlets on use
- Senior citizen crime prevention, both physical safety and awareness of bunko schemes
- Bicycle safety and licensing
- School safety for grade school students
- High school and junior high seminars to familiarize students with the justice system and police department
- DARE (Drug Abuse Resistance Education) Program
- Volunteers in Policing (VIP) program, utilizing community volunteers in various non-safety tasks and traffic law and parking enforcement
- Montclair Plaza Precinct where police personnel are stationed in the shopping center to provide a safe environment for shoppers and merchants in the regional mall.

TABLE III-5

**CITY OF MONTCLAIR
1997 LAW ENFORCEMENT
PERSONNEL FOR SELECTED WEST
VALLEY CITIES
(Per 1,000 Population)**

	TOTAL POLICE DEPARTMENT PERSONNEL	TOTAL SWORN PERSONNEL
Monclair	3.60	1.78
Chino	2.03	1.31
Claremont	1.10	0.59
Ontario	1.75	1.30
Pomona	2.09	1.26
Upland	1.63	1.14

Source: Municipal Year Book 1993; State Department of Finance, 1997 Population Estimates

FIRE HAZARDS AND PROTECTION SERVICES

Fires are generally classified as either "wildland" or "structural." Fires in undeveloped areas resulting from the ignition of accumulated brush and wood are termed "wildland fires." In open areas, these fires may consume extensive acreage and result in serious damage to watershed, wildlife and structures. The main causes are smoking, incendiary, machine use, debris burning, and railroads. Because of the urbanized nature of the study area, wildland fires do not pose a serious threat. The only areas subject to such fires are the vacant lots scattered throughout the study area. The City of Montclair contracts with the county for weed abatement services. Currently, there are no vacant lots within the study area identified as potential fire hazards. Despite this, grass, brush, and trash fires made up 32 percent of the total fire calls in 1997 (see Table III-6)

"Structural fires" refers to fires originating from within a structure. This type of fire is the most serious fire threat in Montclair. The cause of most structural fires can be traced to faulty wiring, age of structures, poor structural design, lack of maintenance,



children playing with matches, and improper handling of flammable materials. Flammable roof materials and closely built structures add to the risk of fire hazards in the City. The Fire Department indicates that 28 percent of all fire calls in 1997 was attributed to this type of structural fire.

While many structural fires are due to carelessness, much can be done to reduce the risk of fire. A major factor in the protection of life and property is the time required for men and equipment to arrive at the scene of a fire. In general, response times in the range of five to eight minutes are considered maximum in the case of structural fires. A longer response time will result in the loss of most of the structural value. Four factors affect response times: fire station organization, distance, grade and road conditions (physical conditions, weather, and traffic). Currently, the response capabilities of the study areas fire agencies appear adequate throughout the study area. A recent study completed by the Fire Department resulted in a three-minute maximum response time throughout the study area.

Currently, there are two fire stations to serve the City of Montclair and its Sphere of Influence. Table III-7 (1997 Fire Equipment and Staffing Inventory) identifies the equipment and manpower inventory of the Montclair Fire Department service area. The City currently contracts with the County of San Bernardino to serve the unincorporated areas north and south of the City.

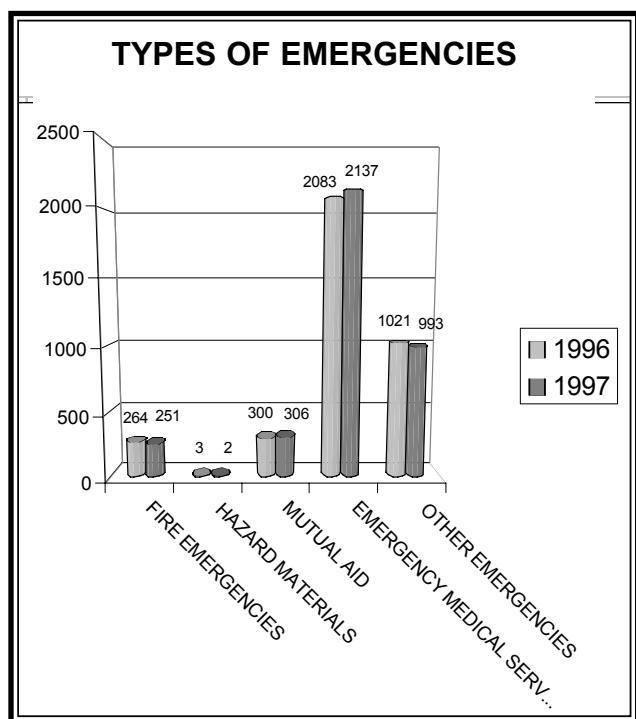




TABLE III-6

**CITY OF MONTCLAIR
1996 & 1997 INCIDENT AND FIRE ACTIVITIES**

FIRE CALLS	1996	1997
Structures	57	71
Corps/Orchards	1	1
Trees/Brushes	62	29
Refuse/Trash	48	51
Mobile Home/Trailers	1	4
Vehicles	84	72
Fire, Explosion	11	23
FIRE TOTAL:	264	251
HAZARD MATERIALS (HAZMAT)		
HAZMAT TOTAL	3	2
MUTUAL AID (MA)		
MA to Chino	43	49
MA to L.A. County	53	32
MA to Ontario	90	93
MA to Upland	86	117
MA to OES	2	2
MA to Others	26	13
MUTUAL AID TOTAL	300	306
EMERGENCY MEDICAL SERVICES (EMS)		
Accident Injury	331	346
I11 SUBJECT	1077	1098
Industrial Accident	6	6
Medical/Other	302	302
Traffic Collision	247	254
Violent Act	120	131
EMS TOTAL	2083	2137
OTHER EMERGENCIES (O.E.)		
O.E. TOTAL	1021	993
GRAND TOTAL	3671	3689

TABLE III-7

**CITY OF MONTCLAIR
1997 FIRE EQUIPMENT AND STAFFING INVENTORY**

STATION 1	STATION 2
1500 GPM Pumper/Ladder	1500 GPM Pumper/Ladder
1500 GPM Pumper (Reserve)	1000 GPM Pumper (Reserve)
Rescue Squad	12 Suppression Personnel
15 Suppression Personnel	Rescue Squad (Reserved)
15 Staff Personnel	Urban Search & Rescue Trailer

The Montclair Fire Department has mutual aid and automatic aid agreements with all surrounding communities. Also, they are members of the West End Emergency Dispatch Center along with the cities of Rancho Cucamonga, 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 Control Division. This department 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 bureau operates a smoke detector installation and other fire safety-related equipment programs for senior citizens.

The City's fire statistics are heavily affected by its high-density development areas. The department maintains a map identifying call origination areas. The maps for the last few years were used to identify areas that had an unusually high number of fire and non-fire related calls. A summary of the 1997 fire activity is shown in Table III-6 (Fire Department Activities in 1997). Included in the table are the mutual aid calls to the surrounding jurisdictions.

EMERGENCY SERVICES

The principal hospital within the study area is United States Family Care of Montclair, south of the San Bernardino Freeway at Monte Vista Avenue. This 102 bed general acute-care facility includes 49 medical/surgical beds, 33 maternity beds, 12 pediatric beds, and eight intensive care/coronary care beds. The facility also provides basic emergency room services.



Other facilities in the nearby areas include; Columbia Chino Valley Medical Center with 112 medical/ surgical beds, six pediatric beds, ten maternity beds and eight intensive care/coronary care beds. Basic emergency room services are also available. Located in Upland, the San Antonio Community Hospital is a 314 bed facility, with 12 intensive care beds, 12 coronary care beds, 25 pediatric beds, 40 maternity beds, and a 32 bed psychiatric unit. Pomona Valley Hospital is the largest of the area hospital with 436 beds. The hospital also has 77

perinated beds, 36 intensive care units, 12 coronary care beds, 33 maternity beds, and 34 pediatric beds. Finally, Loma Linda University Medical Center provides trauma care for patients within the Inland Empire.

The San Bernardino County Health Department offers mental and physical health care to Montclair residents. Located in Ontario, the facility offers communicable disease control, family planning, hearing testing, chest x-rays, and tuberculin skin testing, immunizations, and specialized clinics for well babies, young people, and expectant mothers.

Kaiser Permanent Health Plan, in conjunction with the Fontana Hospital site, maintains various medical and psychiatric offices in Claremont, Montclair, and Ontario.

The Montclair Fire Department and AMR, the local ambulance provider, provide emergency medical services to the city and its Sphere of Influence. The entire study area is adequately served with an estimated maximum response time of three minutes to the furthest portions of the study area. The Montclair Fire Department currently provides Emergency Medical Training Level One (EMT 1) services to the public. Paramedic and transport services are provided by AMR.

Emergency Planning

In 1990, the City of Montclair revised its emergency operations plan to follow the Multi Hazard Functional Planning guidelines as prepared by the California Office of Emergency Services. Ongoing revisions occur on a regular basis, and guidelines as established by the Standardized Emergency Management System (SEMS), are incorporated.

The Emergency Operations Plan includes the following:

- A basis for conducting and coordinating operations in the management of critical

resources during emergencies;

- A mutual understanding of the authority, responsibilities, functions, and operations of civil government emergencies; and
- A basis for incorporating into the city emergency organization, nongovernmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

The key elements of the plan are designed to:

- Save lives and protect property;
- Repair and restore essential systems and services;
- Provide a basis for direction and control of emergency operations;
- Provide for the protection, use, and distribution of remaining resources;
- Provide for continuity of government services; and
- Coordinate operations with the emergency service organizations of other jurisdictions.

Mutual aid and cooperation with surrounding jurisdictions will occur in accordance with the California Master Mutual Aid Agreement. This will ensure the maximum utilization of materials and personnel resources in the region during a disaster.

HAZARDOUS MATERIALS

Today, the efficient operation of modern industry and agriculture depends on the wide scale use of many potentially hazardous substances. The use of these substances contributes greatly to the productivity of industrial and agricultural processes, but their accidental misuse can lead to serious environmental and public health problems. Recent events, such as contamination of ground water in the San Gabriel Valley and numerous rail transportation accidents nationwide illustrate the nature and scope of problems which can result from such misuse. For these reasons the public has a substantial interest in

ensuring that potentially hazardous materials are carefully controlled to extract their maximum benefit without loss due to dangerous side effects.

Responsibility for Regulation

The extensive use and transportation of the hazardous materials combined with their serious potential for damage has led to the creation of a variety of systems for their regulations.

The United States Department of Transportation (USDOT), the California Department of Health Services (DHS), California Department of Transportation, (Caltrans), and the California Highway Patrol (CHP) all have interrelated programs designed to prevent disasters during the transportation of hazardous materials. The USDOT has developed safety standards which regulate the shipment of hazardous materials by both truck and rail. These standards have been incorporated into the Environmental Health Division of the California Administrative Code. Under state law, the DHS is required to establish routes along the state highway system for the transportation of hazardous materials. These routes include a limited number of locations where trucks may stop. The CHP is responsible for enforcing these routes, and in the case of accidents, Caltrans is responsible for directing emergency clean-up operations.

The United States Environmental Protection Agency (USEPA), the State Department of Industrial Relations and the State Department of Health Services all have interrelated programs designed to prevent the misuse of hazardous materials in the work place. Under this system, the USEPA is responsible for ensuring that containers of hazardous materials are properly labeled with instructions for use. Both the National Institute of Occupational Safety and Health and the State Department of Industrial Relations are responsible for ensuring that hazardous materials are properly used. The

State Department of Health Services is responsible for controlling the storage and disposal of hazardous wastes.

The USEPA and the San Bernardino County Department of Agriculture have interrelated programs designed to prevent the misuse of agricultural pesticides and herbicides. As with industrial chemicals, the USEPA is responsible for ensuring that containers of hazardous materials are properly labeled with instructions for use. The Department of Agriculture is responsible for the regulation of pest control operators, pesticide dealers and pesticide users to ensure that hazardous agricultural chemicals are used properly.

Hazardous Materials Within the Study Area

The primary locations of hazardous materials within the study area are on the major transportation routes and in the industrial areas. Presently, there are three sites within the planning area designated for the transfer and short-term storage of hazardous materials. The first one is located at the south end of Silicon Avenue, between Brooks Street and the Union Pacific Railroad tracks. The second one is also within the city limits, located on the south side of State Street, just west of Benson Avenue. A third one is located at the southwest corner of State Street and Vernon Avenue, within the Unincorporated County jurisdiction.

Transportation Routes

Hazardous materials are transported across the study area on a daily basis by both truck and rail. The State 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. The movement of trucks, including those which may carry hazardous materials on local city streets, is controlled by adopted local truck

routes. These routes, which are discussed in the circulation section of this plan, are one of the basic means available to the city to control the level of risk due to hazardous materials within the study area.

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 USDOT standards. The railroad companies are responsible for any emergency cleanup needed in the event of an accident.

Industrial Areas

The storage and use of hazardous materials is common in many industrial businesses. The risk of accidental fire, explosion or spill is always present in industrial areas. The primary method available to the city to protect residents from these risks is to separate industrial uses from other land uses. Industrial uses are limited to the area along Arrow Highway and the area between Holt Boulevard and Mission Boulevard. This separation is particularly effective as a means of protecting residential areas.

Separation is a good risk-reduction means for the full range of industrial hazards; however, in the case of toxins, greater protection is needed. Toxins are, characteristically, long lasting chemical compounds which remain poisonous for many years. If spills of these materials are not properly contained and removed, toxins remaining on the ground could be spread into groundwater basins by storm waters. Additional means of risk reduction relative to toxins include ensuring adequate structural design of permanent toxin storage tanks and berming of toxin storage areas to prevent accidental spills from flowing off-site.

Agricultural Areas

Agricultural pesticides are often stored in commercial agricultural areas. Within the

study area, risks due to agricultural pesticides will diminish as agricultural uses are converted to more intense urban uses. However, if any new pesticide storage facilities are developed in the commercial agricultural areas, they should be subject to the same controls as apply to industrial areas.

The Montclair Fire Department is responsible for responding to hazardous materials emergencies within the study area. Additional resources are available as part of the West End Hazardous Materials Response Unit (a five-year Joint Power Authority). The City is also cooperating with the County of San Bernardino for hazardous material response. The County has an extended service contract with each incorporated city in the County for hazardous substances. Under contract, the county provides the following services to Montclair:

- **Sampling.** Collection of chemical(s), utilizing specialized personal protection equipment and sampling containers;
- **Field Identification.** Partial classification via various types of field sampling and assessment equipment;
- **Laboratory Services.** Determine type and quantity of samples necessary, best suited laboratory for analysis, transportation of samples, and interpretation of results;
- **Contractor Clean-Up Services.** Selection of best suited contractor(s) and coordination of clean-up services, determine adequacy of clean-up activities;
- **Follow-Up Survey of Site.** Including laboratory analyses, verification and directing necessary remedial work; and
- **Investigation and Enforcement.** In-depth enforcement with the County District Attorney or local city attorney to recover total clean-up costs from responsible party.



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CHAPTER 4



CHAPTER 4

ENVIRONMENTAL RESOURCES

INTRODUCTION

An understanding of environmental resources is crucial in determining the impacts of future development within the study area. The understanding and protection of these significant land, water, biotic, open space, mineral, and cultural resources are also important in the preparation of the written policies within the General Plan. The purpose of this chapter is to describe:

- The productive values of undeveloped land;
- Water supply and water needs within the study area;
- Wildlife and vegetative species;
- An identification of open space lands;
- Mineral resources within the study area; and
- The local history and cultural resources within the study area

LAND RESOURCES

Soils

The basin is composed of three major soils groups. These are related directly to the alluvial fan, which was created by alluvial fill carried from neighboring mountain ranges with by large movements of water. The first group occurs on recent alluvial fans, with deep friable, permeable soils, and little or no profile development. Generally they overlie very gravely, cobbly, or stony, coarse granite alluvium and have been formed by water and wind. These are the predominant soils within the basin. The second major group of soils occurs on older alluvial fans and terraces in the southwest portion of the basin and has a slightly developed soil portion. The third group of soils is found on crystalline basement rock and sedimentary

rocks of the Chino Hills and San Gabriel Mountains.

The Montclair study area contains two dominant soil types, the Tujunga-Dehli and Tujunga-Soboba Associations. Figure IV-1 (Soil Types in Montclair) shows the soil types in the study area. These two soils are both found in areas of recent alluvial fans and flood plains. They are characterized as soils with severe limitations and are generally unsuited for cultivation. The Tujunga-Dehli requires special conservation practices without which plant types for cultivation are limited. Both soils types are very deep, coarse to gravely or cobbly, coarse textured, and excessively well drained with low water holding capacity.

Vegetative Soil Groups

Both soil types in the Montclair area are in Vegetative Soil Group B within which the choice of plants is limited by droughtiness and low fertility. A vegetative soil group is an interpretive grouping used to determine the selection and management of plants. Vegetative groups primarily reflect soil properties of importance to plants.

Hydrologic Soil Groups

Hydrologic Soil Groups are used for estimating the run-off potential of soils. Four classification groups are used based on soil properties that influence run-off. The soils are classified based on water intake at the end of long duration storms occurring after prior wetting. These soils have a high rate of water transmission and would result in a low run-off potential.

Allowable Soil Pressure Limitations

Soil limitations for allowable soil pressure are used to show the limitations of a soil to withstand pressures imposed by building foundations. Measurement of these limitations is for general planning purposes and is not a substitute for on-site



Figure IV-1

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

- Gr** Grangeville fine sandy loam
- GP** Gravel pit
- HaC** Hanford course sandy loam
2-9% slope
- HoA** Hanford Loamy fine sand
0-8% slope
- SoC** Saboba gravelly loamy sand
0-9%
- SpC** Saboba stoney loamy sand
2-9% slope
- TuB** Tujunga loamy sand
0-5%
- TvC** Tujunga loamy sand
0-8% slope



investigations. Four degrees of limitations are used: slight, moderate, severe, and variable.

Both of the soil types in the Montclair area are classified as having severe limitations, which relate to the unified building code requirements of having an allowable soil pressure of less than 1,000 pounds per square foot (psi). This is only one factor used in the rating of foundation suitability but may result in the necessity of additional soil engineering and compaction to ensure proper foundation stability.

Shrink/Swell Limitations

Shrink/swell capacity is used to determine volume change with change in moisture content. Much damage to building foundations, roads, and other structures can be caused by the swelling and shrinking of soils as a result of wetting and drying. The volume change is influenced by the amount of moisture and the kind and amount of clay in the soil. Four degrees of limitations are recognized. These are low, moderate, severe and variable. Both soil types in the Montclair area are categorized as having a low soil shrink/swell rate.

Corrosivity

The corrosivity of soil is influenced by the physical, chemical, and biological characteristics and qualities of soil. Structural materials such as metal or concrete pipe may corrode when buried in soil, and a given material may corrode in some soils more rapidly than in others. Of the four degrees of corrosivity that are used, both soils in the Montclair area are classified as having low soil corrosivity. To be meaningful, corrosivity must be given in relation to a specific structural material.

OPEN SPACE LANDS

In the City, open space resources provide a variety of functions. Section 65560 of the

California Government Code defines open spaces resources in the following manner:

- Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecological and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake shores, banks of rivers and streams and watershed lands.
- Open space used for the managed production of resources, including but not limited to, forest lands, range land, agricultural lands and areas of economic importance of the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- Open space for outdoor recreations, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- Open space for public health and safety including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.



There are three sources of open space lands in the city: Parks and recreational areas, flood control, and agricultural areas.

Local Parks and Recreational Areas

Montclair currently has established 48.7 acres for park and recreational use in the City. There are 12 parks, one of which is currently 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. A complete list of parks and facilities is shown in Table IV-1 (Recreational and Open Space Facilities). Locations are identified on Figure IV-2 (Parks and Open Space Lands).

Regional Parks

Regional parks include the most extensive or more highly specialized of the recreational facilities. They provide spacious areas for those scenic and recreation opportunities that have area-wide significance.

Montclair, while having no regional parks within its own boundaries, is in close proximity to three major regional recreational facilities. The first, the Frank G. Bonelli Regional County Park, includes 2,500 acres of land and is located northwest of the planning area. This facility is within a ten-minute drive of the City. The park provides the most recreational opportunities in the area including boating, horseback riding, fishing, swimming, camping, and hiking. The Prado Regional Park is located southeast of the City, approximately ten miles from Montclair. This park consists of 2,100 acres and includes two golf courses. The main park area is 1,200 acres and includes a 56-acre lake stocked with trout and catfish, an equestrian center for the board and rental of horses, and camping with recreational vehicle hookups. Finally, Cucamonga Guasti Regional Park, a 79-acre day use park, is located six miles east of Montclair. This park includes approximately 20 acres of

lake; picnic tables; a bait/boat rental facility, a three-quarter acre swimming lagoon, and a new water park offering rides and aquatic recreation.

Flood Control Facilities

Areas utilized for flood control make up 105 acres or 2.7 percent of the study area. Most of these 105 acres are directly related to the San Antonio Channel and several drainage basins that parallel the channel. The City has planned to improve residual lands next to flood control facilities for limited recreational uses. Some of these improvements currently exist in the form of pedestrian trails and public parks. Future improvements of these areas seem very unlikely.

Agricultural Land Facilities

The types of agricultural development existing in the study area are permanent, such as citrus groves; temporary, such as field crops; and seasonal, such as strawberries fields. The Land Use section of this report discusses the amount of acreage in agriculture and the agricultural trends since 1957. Noted is the fact that agricultural lands have decreased considerably since 1957 and it now appears that the only commitment to agricultural land appears in Study Areas 5 and 6.




Only a total of 177 acres remain in agricultural production within the study area. Figure IV-1 identifies prime agricultural soils in the study area. The California Land Conservation Act of 1965 provides a method whereby property taxes can be based on the agricultural value of the land as opposed to the exiting market value. Land Conservation Act contracts designate the land as "Agricultural Preserves." Urban encroachment already exists around most of the areas currently in agricultural production.

Agricultural uses in the basin are expected to decrease significantly over the next 20

Figure IV-2

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

-  Local Parks/Recreation
-  Other Open Space/Recreation
-  Proposed Park

- 1 Moreno Vista
- 2 Monte Vista Mini
- 3 Macarthur
- 4 Sunrise
- 5 Golden Girls Pony League
- 6 Alma Hoffman
- 7 Kingsley
- 8 Saratoga
- 9 Basin
- 10 Sunset
- 11 Essex
- 12 Proposed Park



PARKS AND OPEN SPACE





TABLE IV-1

**CITY OF MONTCLAIR
RECREATIONAL/OPEN SPACE FACILITIES**

PARKS	ACREAGE	FACILITIES
Alma Hofman	7.3	Playground equipment barbecue, picnic area, tenni, community center facilities with gym, basketball courts, weight room, racquetball court
MacArthur	2.9	Basketball, passive
Basin Park	2.8	Picnic area, passive
sunrise	2.3	Playground equipment, passive
Sunset	5.8	Playground equipment, passive
Monte Vista Mini	0.4	Passive
Moreno Vista	3	Tennis, rolerskate, passive
Saratoga	11.7	Playground equipmentbaseball, soccer, basketball courts, barbecue, picnic area
Essex	2.9	Softball, passive
Kingsley	3	Softball
Golden Girls	1.6	Softball
Unnamed (in unincorporated area)	5	Undeveloped
TOTAL PARK ACREAGE	48.7	

years. Increased water costs and urban development pressures are the major factors contributing to this decrease.

REGIONAL WATER RESOURCES

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. Form 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. The Santa Ana River experiences



continuous flows from above the City of Riverside to the groundwater replenishment basins south of Prado Dam. These groundwater basins lie in the valley areas, and are a major source of water for urban and agricultural uses in the basin. Nearly all the groundwater basins has suffered from the long-term withdrawal of greater quantities of water than has naturally entered the basin, a condition known as overdraft.

This inability of local groundwater supplies to support water demand has contributed to a decrease in water quality within the basin. The deterioration of water quality reflects the increasing concentrations of total dissolved solids (TDS) and associated chemicals such as nitrates, chlorides and alkaline earth metal.

Basin Water Supply

A combination of local groundwater and imported water is used to supply the needs of Montclair water users and others in the basin. Total annual water use within the Chino Basin was 217,617 acre-feet for 1978-79. This water was derived primarily from local groundwater supplies. 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 run-off 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. The three major water wholesale entities within those portions of each county are, respectively, Chino Basin Municipal Water District, Western Municipal Water District, and Pomona Valley Municipal Water District.

The groundwater extraction and the use of storage capacity are managed, by the Chino Basin (watermaster) under the adjudication of the groundwater basin. Groundwater extractions are allocated to three types of users:

- The overlying (agricultural) pool consisting of 1,236 parties with a total maximum entitlement of 414,000 acre-feet for any consecutive five-year period beginning January 1978 (average 82,800 acre-feet per year).
- The overlying (nonagricultural) pool consisting of 12 parties with a total maximum entitlement of 7,366 acre-feet per year.
- The appropriate pool consisting of 21 parties with an initial share of operating a safe yield of 54,835 acre-feet per year.

In general, the overlying (nonagricultural) pool consists of the industrial users, while the appropriate pool consists of the cities and water companies.

The "physical solution" of the basin adjudication gives the Watermaster the responsibility of replenishing the groundwater basin with supplemental water to alleviate any overdraft in a given year and to assess the cost of replenishment in proportion to the amount of overdraft debited to each pool.

Water imported into the Chino Basin is used either directly as a source of supply, or for



groundwater recharge. The amount of water imported from other basins and surfaced diversions by water companies other than MWD represents the majority of the total imported water supply, exclusive of replenishment. In the early years, importation of water for direct use consisted of Colorado River Water by MWD. However, with the implementation of the Regional Water Quality Control Board's (RWQCB) 1975 "Water Quality Control Plan for the Santa Ana River Basin (Basin Plan)," use of Colorado River water for recharge purpose was discontinued because of its poor quality. MWD supplied a total of 50,661 acre-feet of imported water in 1978-79. In 1974, MWD started to supply State Project water from groundwater recharge.

Groundwater Quality

In general, groundwater quality in the basin is good throughout much of the upper and central portions, progressively poorer quality occurring in the lower portions of the basin near Prado Dam and along the Santa Ana River.

The basin is divided into three zones as shown with Montclair. In general, located within Zone I, groundwater quality decreases from Zone I in the north to Zone III in the

south. In 1975, the Basin Plan established groundwater quality objectives for each zone in the groundwater basin. These objectives are shown in Table IV-2 (Groundwater Quality Objectives). The basin plan sets groundwater quality objectives for total dissolved solids and nitrates.

Total Dissolved Solids

The concentrations of TDS for wells within the basin were plotted and contoured to define the real extent of potential and present areas of poor water quality. The following are the basin's TDS characteristics:

- The northern portion of the basin, including Rancho Cucamonga, has the lowest overall TDS values of the region, typically 200 milligrams per liter (mg/L) to 300 mg/L.
- The southern portion of the basin exhibits the highest TDS values of 700 mg/L and 500 mg/L, respectively.
- Certain areas across the basin exhibit noticeably higher or lower values than the surrounding areas. For example, in the northern portion of the basin near Montclair, TDS levels reach 350 mg/L to 400 mg/L. These levels are considerably higher than the surrounding areas. In the

TABLE IV-2

**CITY OF MONTCLAIR
GROUNDWATER QUALITY OBJECTIVES
mg/L**

CONSTITUENT	GROUNDWATER QUALITY OBJECTIVES		
	CHINO I*	CHINO II	CHINO III
Chloride	15	15	50
Total dissolved solids	220	330	740
Total harness	170	180	425
Nitrate	5	5	11
Sodium	15	15	100
Sulfate	20	10	110

*Contains the City of Montclair and Sphere area.

south central part of the basin there are isolated areas with levels less than 300 mg/L. These levels are considerably lower than the surrounding area. These occur because of activities such as dairy farming, agriculture, or industrial uses in areas that have easy aquifer access, or intensively localized uses.

- TDS values along Chino Creek on the east flank of the Puente Hills are consistently high, on the order of 500 mg/L to 1,000 mg/L.

Nitrates

Nitrates in groundwater can occur naturally from granite decomposition or as a result of human activities. Two major sources of nitrates in the basin include the runoff and infiltration from dairy feed lots, and the heavy use of fertilizers on agricultural land followed by extensive irrigation.

Groundwater quality objectives within the Basin Plan specify nitrate levels of reach quality zone. Zones I and II have levels of 5 mg/L. Zone III has a level of 11 mg/L. The following are the basin's nitrate characteristics:

- A sizable portion of the basin has nitrate values less than 11 mg/L, with the majority of this region located in the northern portion of the basin.
- The southern portion of the basin contains the highest values of nitrates with typical concentrations of 20 mg/L to 50 mg/L.
- In each region of the basin there are concentrations that are markedly different from the surrounding area. In the Montclair area, several nitrate values as high as 60 mg/L to 100 mg/L have been recorded. In the southern region, near Regional Plant No. 2, there are several areas of concentrations of 50 mg/L to 100 mg/L. This occurs because of localized intense activities that are not congruent with surrounding activities.

Zones I, II, and III contain very few areas that meet the Basin Plans objective. The majority of the basin meets street standards for nitrate levels in safe drinking water.

TDS in the study area is approximately 220 mg/L. Nitrate concentrations are generally less than 11 mg/L. This is among the best groundwater quality found in the basin.

BIOTIC RESOURCES

Until the early 1970's, development nationwide occurred with almost no visible concern for possible effects on indigenous vegetation and wildlife species. As a result, some species have become extinct while others are in danger of extinction. While a number of factors can threaten vegetation and wildlife, the most crucial is the destruction or alteration of existing ecological habitats. The alteration of these habitats results in their inability to support the species that occupy them. When this occurs, species dependent upon the habitat, which has been altered or destroyed, must adapt to the changes, migrate or face extinction.

Vegetation

The Montclair area has been inhabited by man for many decades. The original ecologically sensitive habitats in the area have undergone considerably modification. Much of the native floral environment has been replaced with introduced species due to the development of land for agricultural and urban uses. Significant vegetative environments have been introduced in the flood retention basins along the San Antonio Channel, in the parks within the City, and as a result of domestic landscaping. Introduced and naturalized species now dominate the vegetative cover of the area. Naturalized grasses and plants are also common in open fields and along fence rows and roadsides. Some of these "weedy" species found in the basin area include: fix tail grasses, filaree (stork bill), fescue and milk thistle.



Wildlife

The urbanization of Montclair has virtually eliminated wildlife from being a significant environmental factor influencing design and development decisions. Much of the wildlife found in the area are those species which can survive and, in some cases, flourish in close proximity to man, or are species introduced by man. Rabbits and rodents such as ground squirrels, mice, weasels, and gophers are the predominant mammals, with carnivores consisting of skunks, coyotes, raccoons, and feral cats and dogs.

The most common reptiles in the local area are king snakes, horned lizards, fence lizards, whip tail lizards, whip snakes, rattlesnakes, gopher snakes, and alligator lizards. Local amphibians include toads, frogs, and salamanders.

The most commonly observed birds in the Montclair area are crows, starlings, house finches, house sparrows, spotted doves and blackbirds. Hawks, owls, spotted doves, ring-necked pheasants, brown-headed cow birds, mourning doves, meadowlarks, woodpeckers and quail are often seen. Shore and water birds such as ducks, American coots, migratory geese and kill deer are frequently seen in areas offering aquatic resources.

The Santa Ana River located about ten miles from the study area has the only significant fishery resources in the Chino Basin. Most other streams, such as San Antonio Wash are intermittent, containing water only during the rainy season. The wildlife species identified in the study area have not been identified as rare or endangered on the federal or state species lists.

MINERAL RESOURCES

Within the Los Angeles region, potentially useful minerals of all kinds have been covered over by urban expansion. The loss of these resources statewide represents an

important problem which the California State Legislature has addressed through the Surface Mining and Reclamation Act of 1975. This act authorized the State Division of Mines and Geology to inventory significant mineral resources and to identify areas where preservation should occur. Once the areas are identified, the act requires that local general plans: (1) recognize the identified areas; and (2) emphasize the conservation of significant mineral deposits.

In 1977, the California Division of Mines and Geology conducts a survey of the Los Angeles metropolitan area. Aggregate reserves (sand and gravel) were the only commercial grade mineral resources identified within the Montclair study area. Aggregates are an essential material for all construction activities. They consist of hard, durable particles of unreactive minerals which can be graded into various size categories. They are used in combination with other construction materials for a vast array of building purposes. Their continuing supply at a low cost is essential to continuing growth.

Currently, the developing areas within the greater Los Angeles metropolitan area are served by local sources of high-quality aggregates at relatively low cost. Developed extraction facilities produce approximately 43 million tons of aggregates annually within the metropolitan area. As growth continues and existing facilities are exhausted, new sources of aggregate materials will need to be developed. It is important that potential resource areas are not lost to other uses prior to extraction. In the past, many abundant aggregate deposits within the metropolitan areas have been lost due to the encroachment of urban uses. Covered deposits include portions of areas such as the San Gabriel and Santiago Creek alluvial fans.

Large amounts of sand and gravel have been removed from the northern portion of the study area. Currently, there are no active

mining activities within the study area. Past mining activities have left several large pits in Montclair and Upland, which are now being used for flood control and water conservation purposes. Future utilization of sand and gravel resources is unlikely due to the extensive urban development within the study area.

CULTURAL RESOURCES

Prior to European settlement, the Montclair area was inhabited by various nomadic Native American tribes. The San Antonio Wash, first called the Stream of Sycamores by early European settlers, was the location of numerous Native American campsites. Historical records show that the Serrano Indians, a tribe which subsisted by hunting and gathering, occupied sites along the San Antonio Wash and wandered throughout the desert, mountain and valley areas from Mt. San Antonio east to the Cajon Pass. Little is known of relics left by these Indian tribes in the Montclair region due to the limited archaeological research, which occurred in the past as the City was developed.

The Mountain area was part of the vast western land claimed by Spain as a portion of their holdings in the New World. The first European to enter the area was a Spanish priest, Father Francisco Garces, who passed through the San Bernardino Valley in 1776 on his way to the San Gabriel Mission. An overland route was established, which is the same route used today by the Southern Pacific Railroad. This route was used until 1781, when the Native Americans along the Colorado River revolted, and was later reestablished in 1806. In 1821, Mexico won independence from Spain and California became a possession of Mexico. In 1846, the United States went to war with Mexico and gained possession of California when the treaty of Guadalupe Hildago was signed and ratified.

The beginning of the modern period in the area is marked by California becoming a

state in 1850. During the last quarter of the 19th century, the Native Americans were transferred to a reservation, and the ranchos were divided. At this time, homesteaders began to enter the valley. In the years immediately after statehood, the Mormons settled in the San Bernardino Valley following their settlement of Utah. However, the first development of the Montclair area was not until the great land rush to the west, which occurred after the Civil War with the development of the Southern Pacific Railroad in 1875 and the Santa Fe Railroad in 1887. Many persons immigrated from the east to settle on small farms and ranches in the San Bernardino Valley.

The area, now known as Montclair, had its roots in California's agricultural period. The development of the land for orange, lemon and apricot groves began in the early 1900s, when the area was known as Monte Vista.

As pressures for urban development increased, agricultural developments were transformed into residential subdivisions. By the time of incorporation in 1956, urban development was almost exclusively residential in character; industrial and commercial uses were practically nonexistent. Since that time, industrial as well as extensive and important commercial uses, such as the regional shopping center, have located within the City, tending to broaden and balance the economic base of the community.

Resource Protection Programs

The protection of cultural resources has been a legislative concern at both the state and federal levels for many years. Numerous laws have been developed to encourage the preservation and protection of cultural resources. The following describes the protection and preservation programs mandated by various federal and State laws.



Federal Programs. The primary Federal Protection and Preservation Program is the keeping of the National Register of Historic Places. The Register is the official list of the Nation's cultural resources worthy of preservation. Listing in the National Register: (1) makes private property owners eligible for federal grants for historic preservation; (2) provides for specific analysis for federally funded projects which may impact listed resources; and (3) makes owners who rehabilitate certified historic properties eligible for federal tax benefits.

State Programs. In California, the State Protection and Preservation Program resembles the federal program. The state has a State Register of Historic Places, which is the state's official list of cultural resources worthy of preservation. The State Register is administered by the State Office of Historic Preservation, which is a unit of the State Department of Parks and Recreation. The State Office of Preservation plays a key role in the implementation of the National Historic Preservation Act of 1966. Under the provisions of this Act, the State Office is responsible for nominating properties to the National Register; developing a state preservation plan; administering federal preservation grant programs, and reviewing federally funded projects for their impact on cultural resources.

Evaluation Criteria

There are three basic criteria that are used by the State Office in evaluating nominations to the State and National Registers. These criteria, developed by the National Trust for Historic Preservation, are in part:

- That the resource is associated with events that have made a significant contribution to the broad patterns of history; or
- That the resource embodies the distinctive characteristics of a type, period or method of construction; or

- That the resource has yielded, or may be likely to yield, information important in prehistory or history.

Local protection and preservation programs may use the same criteria or may develop alternate criteria. An important additional criterion which is used at the state level and should be used at the local level, is the integrity and preservation of the original design. The modification or alteration of cultural resources in many cases reduces their significance to the point where they are no longer worthy of preservation. In some cases, a resource which has been altered may be restored to original condition and preserved.

Historic Resources within the Study Area

The San Bernardino County Museum contains information on cultural and historic resources in the study area. As the clearinghouse for archaeological surveys for San Bernardino County, the Museum also maintains recorded historical data. The San Bernardino County Information Center lists no historical archaeological resources within the Montclair study area.

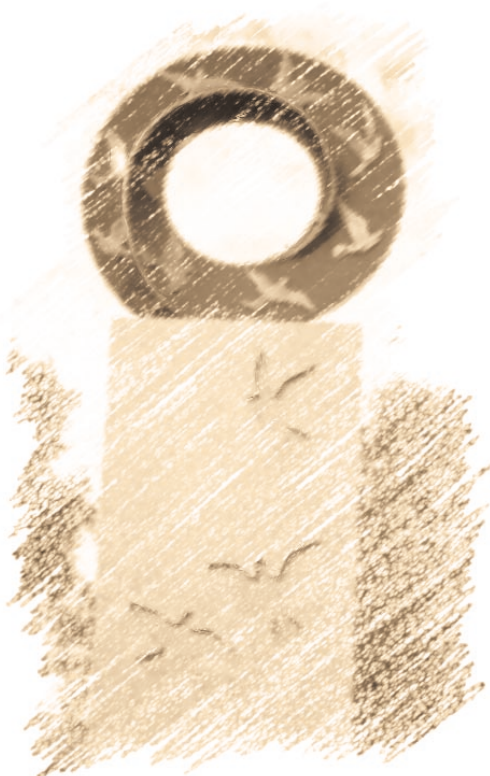
A review of both the State and Federal Registers of Historical Places indicates that there are no listed sites within the study area. The Narod Subdivision, which was the first development area in the city, is located south of Holt Boulevard, east of Central Avenue. A few of the homes in the Russian Village located along Mills Avenue are located in the City of Montclair. The historical significance of these buildings, as well as some of the early grove houses that still exist, should be subject to further study by either the City or a local historical group.

Current city policy, with the adoption of a Historical Preservation Ordinance in 1992, requires 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. To this date, no official building, structure, or

site has been officially designated for historical preservation within the City limits. The City is also actively promoting the placement of public art, such as sculptures, art walls in visible locations within the city. Many of the recent development projects were required, as conditions of approval, to either erect, maintain, or contribute a fair share towards the erection or maintenance of public art pieces elsewhere in the city. One highly visible example of such display is the Freedom Plaza at the northeast corner of Monte Vista Avenue and Palo Verde Street. The Montclair Foundation of History and Art, under the direction of the City Council, has the overall responsibility in the collection, safekeeping, and preservation of anything that have historical value in the City.





1999 MONTCLAIR GENERAL PLAN

Montclair City Council

Paul M. Eaton, Mayor
Leonard Paultiz, Mayor Pro-Tem
Carolyn Raft, Councilwoman
J. John Dutrey, Councilman
Bill Ruh, Councilman

Montclair Planning Commission

Maynard Lenhert, Chair
Donald Vodvarka, Vice-Chair
Luis Flores
Sergio Sahagun
Tenice Johnson

General Plan Citizen Advisory Committee

Paul Kielsmeier
Rosa Rangel
Dale Rose
Art Van Deventer
Maynard Lenhert
Tenice Johnson (Former Member)

City Manager

Lee C. McDougal

General Plan Project Team

Robert Clark, Director of Community Development
Jim S. Lai, Associate Planner
Carol Frazier-Burton, Community Development Coordinator
Kathy Gaeta, Departmental Secretary (Former Member)
Hal Fredericksen, City Planner (Former Member)

Consultants

L.D. King, Inc.
RKJK & Associates, Inc.

1999 Montclair General Plan

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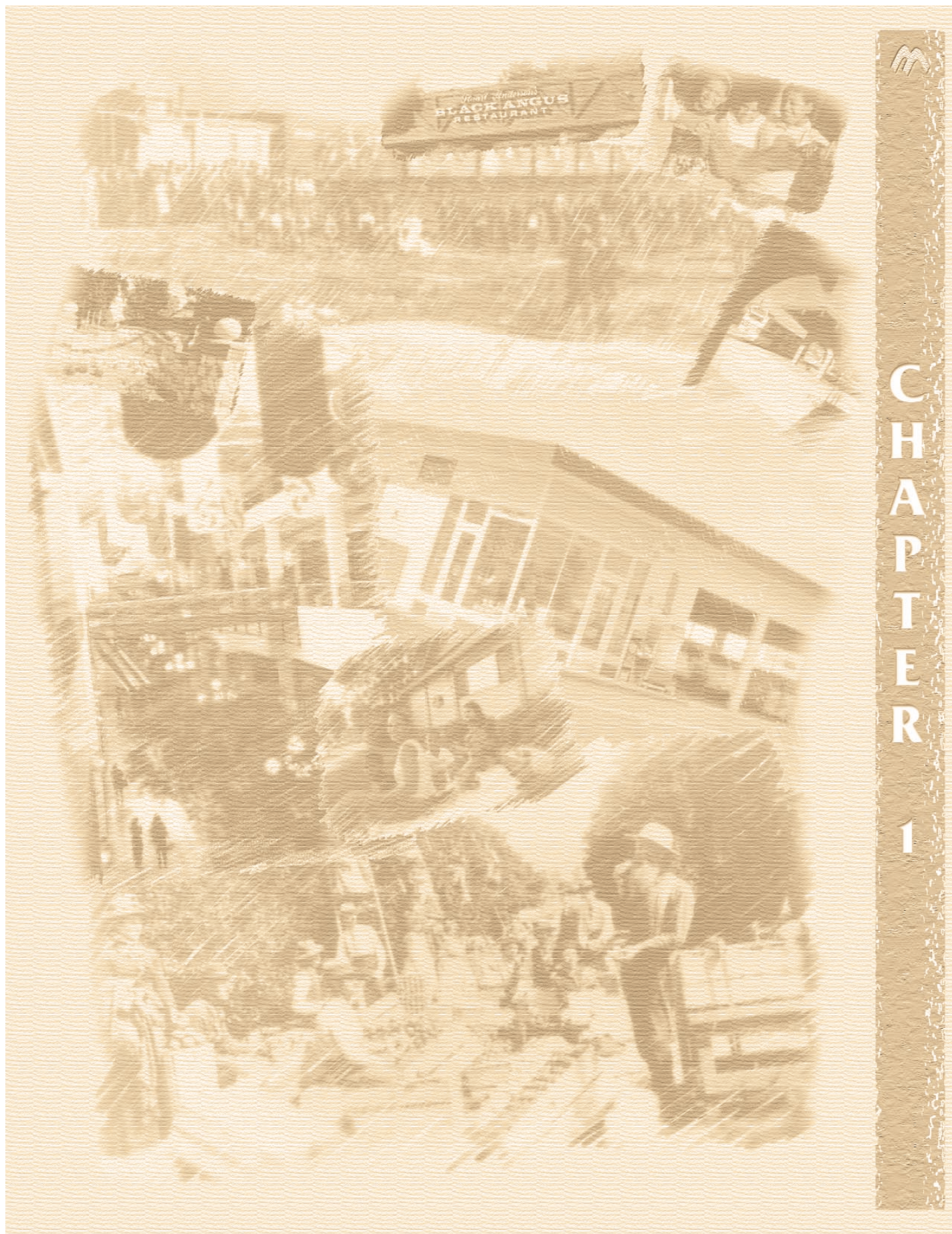
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CHAPTER 4 ENVIRONMENTAL ISSUES

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CHAPTER 1



INTRODUCTION

The "City of Montclair General Plan" (General Plan) is intended to provide direction for future development of the City and its Sphere of Influence. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City's development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of a comprehensive and long term General Plans. The General Plan should be viewed as a dynamic guideline to be refined as the physical environment of the City's changes.

Formulation of the General Plan began with a reassessment of the current physical, social, environmental, and economic resources and data of the community as a platform to evaluate its strength, opportunities, limitations, and constraints. A detailed analysis of all issues facing the City and identification of potential strategies for managing future growth and change was prepared. The exercise also requires a consolidation and update of the previously adopted elements of the Montclair General Plan. The results of this effort are presented in the previous section entitled "Existing Setting Report," which describes current conditions within the study area.

Citizen input and participation during the entire General Plan process has been a critical element in order to truly reflect the sentiments and desires of the community. The Plan, with its adopted goals, policies, and programs will definitely play a vital role in shaping the community and affect every resident and business in the way they live or work. It will also affect how residents perceive their home, neighborhood, community, and the overall quality of life in the city. The overriding issue for the General Plan, therefore, is how to benefit from change and the opportunities posed by future growth and redevelopment.

In shaping the future of the community, the General Plan should be viewed more than just a traditional "blueprint" for future growth. It should be visionary and creative, yet realistic and achievable through sound policies and implementation measures. It should also include an identification of issues, problems, and opportunities with sound rational basis for decision making to achieve the established goals.

The California Government Code mandates that each General Plan must address seven basic elements: land use, circulation, housing, conservation, open space, noise and safety. (Government Code Section 65302) Other optional elements can be adopted depending on community characteristics and needs. The "Existing Setting Report" is organized around three major issues that are in turn broken down into many topics and subjects for in-depth analysis. The three major issues identified are: (1) Land Use and Development issues; (2) Public Health and Safety issues; and (3) Environmental Resources. More specifically, the Montclair General Plan includes the following mandated and optional elements:

- The **Land Use Element** designates the general distribution, location, and extent (including standards for population density and building intensity) of the use of land for housing, business, industrial, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.
- The **Circulation Element** identifies the general location and extent of existing and proposed major roads, highways, railroad and transit routes, terminals, and other local public utilities and facilities.
- The **Housing Element** consists of standards and plans for the improvement of housing and the provisions of adequate sites for housing to meet the needs of all economic segments of the community.



- The **Community Design Element** functions to balance the physical elements of the City into an attractive and functional relationship in order to establish a community which preserves, protects, and enhances the City's setting and identity.
- The **Public Safety Element** establishes standards and plans for the protection of the community from fire, seismic and geological hazards.
- The **Noise Element** examines noise sources yielding information to be used in setting land use policies for compatible uses and for developing and enforcing a local noise ordinance.
- The **Public Utilities and Facilities Element** coordinates the location, size, type and standards for public services including water, electricity, telephone, sewer, and gas as well as public facilities such as schools, civic center, the post office, parks and fire stations with the land uses designated in the General Plan.
- The **Air Quality Element** addresses the regional air quality and mitigation measures the community is participating to reduce the emission of air pollutants.
- The **Conservation Element** provides for the conservation, development, and use of natural resources, including water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.
- The **Open Space Element** details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.

The City of Montclair was incorporated on April 26, 1956 as a General Law city. Montclair is located at the western end of San Bernardino County, approximately 35

miles to the east of downtown Los Angeles and 30 miles west of the San Bernardino Civic Center. The western boundary of the City is contiguous with the Los Angeles County line. This same line separates Montclair from the communities of Pomona and Claremont, both of which are located within the Los Angeles County. The City of Upland borders Montclair on the north and east. The City of Ontario has common boundaries on the east. Immediately to the south of the city limits is an unincorporated portion of San Bernardino County and further south lies the City of Chino. Figure I-2 shows the location of Montclair within the region.

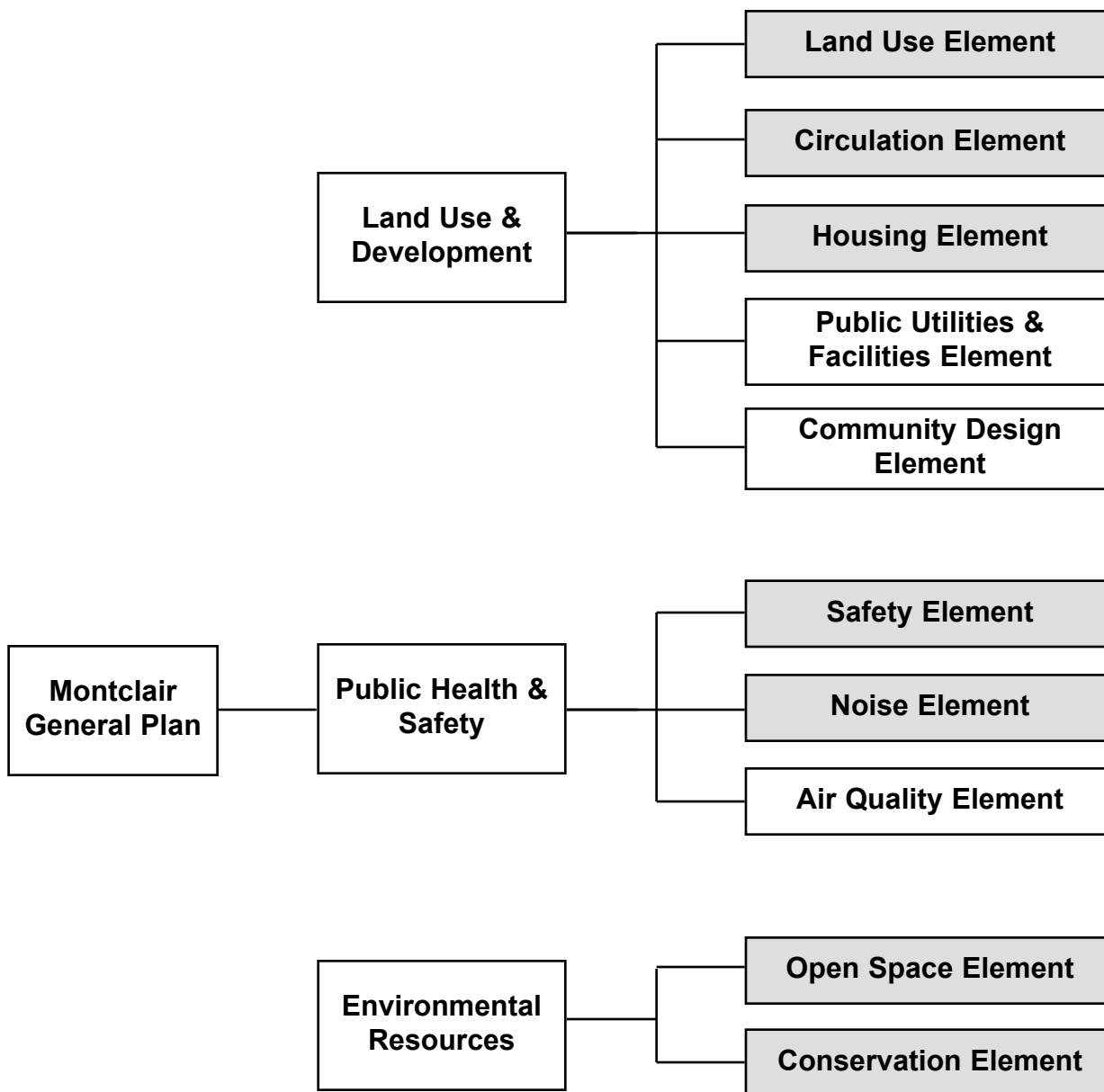
For the purposes of this study, the Montclair planning area includes the 5.21 square miles within the City and 1.27 square miles within the unincorporated areas generally located south of State Street comprising the Montclair "Sphere of Influence.". The total amount of land in the entire planning area equals approximately 6.48 square miles (See Figures II-1).

The preparation of the General Plan included extensive background research and technical analysis. The background research is included within a separate document called Existing Setting Report. The "Existing Setting Report" provides a detailed analysis of natural and man-made conditions within the study area, and served as the baseline report for preparation the General Plan and the program-level environmental impact report (EIR). The General Plan EIR provides an analysis of the potential impacts of implementing the policies and programs of the General Plan.



Each element of the General Plan contains goals, policies, and implementation programs or objectives based upon the needs and desires of the community, as derived from the background research, public workshops, Citizen Advisory Committee meetings, planning staff, and members of the Planning Commission and



FIGURE I-1
Montclair General Plan Organization



Legend

-  **Mandatory Element**
-  **Optional Element**

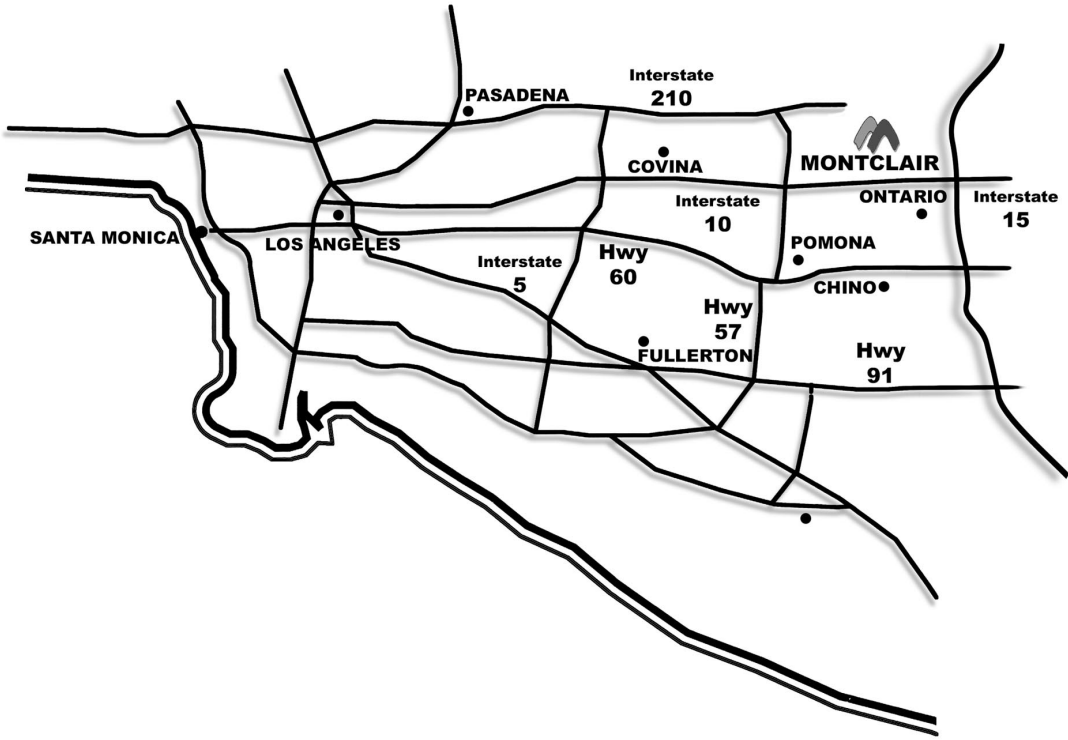
City Council. Finally a full chapter is devoted to discuss the implementation strategies and programs for the accomplishment of the General Plan goals and objectives.

I N T R O D U C T I O N



Figure 1-2

CITY OF MONTCLAIR GENERAL PLAN




VICINITY MAP



Figure I-3

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

 Unincorporated Area

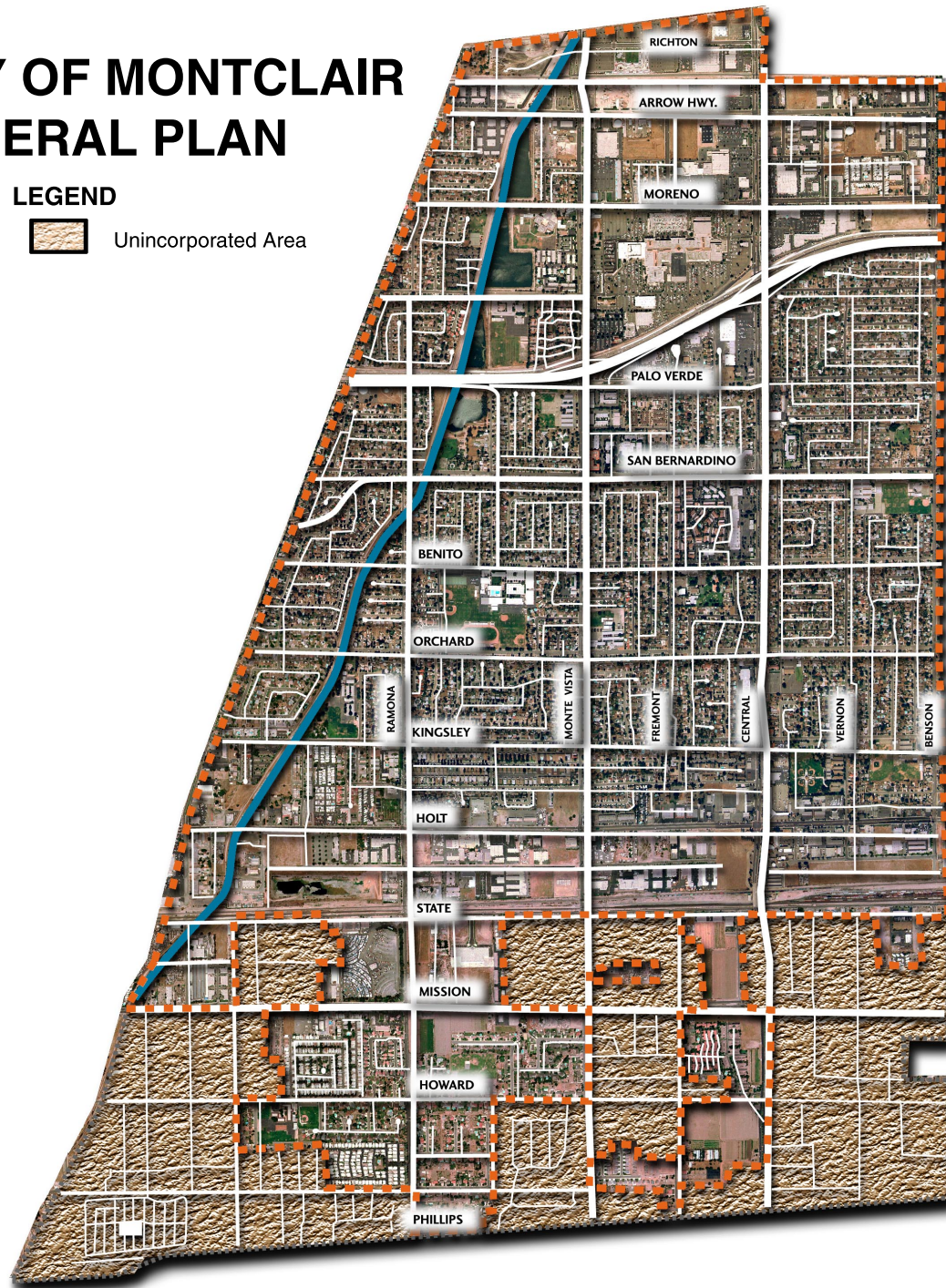


Figure I-4

CITY OF MONTCLAIR GENERAL PLAN



AERIAL VIEW





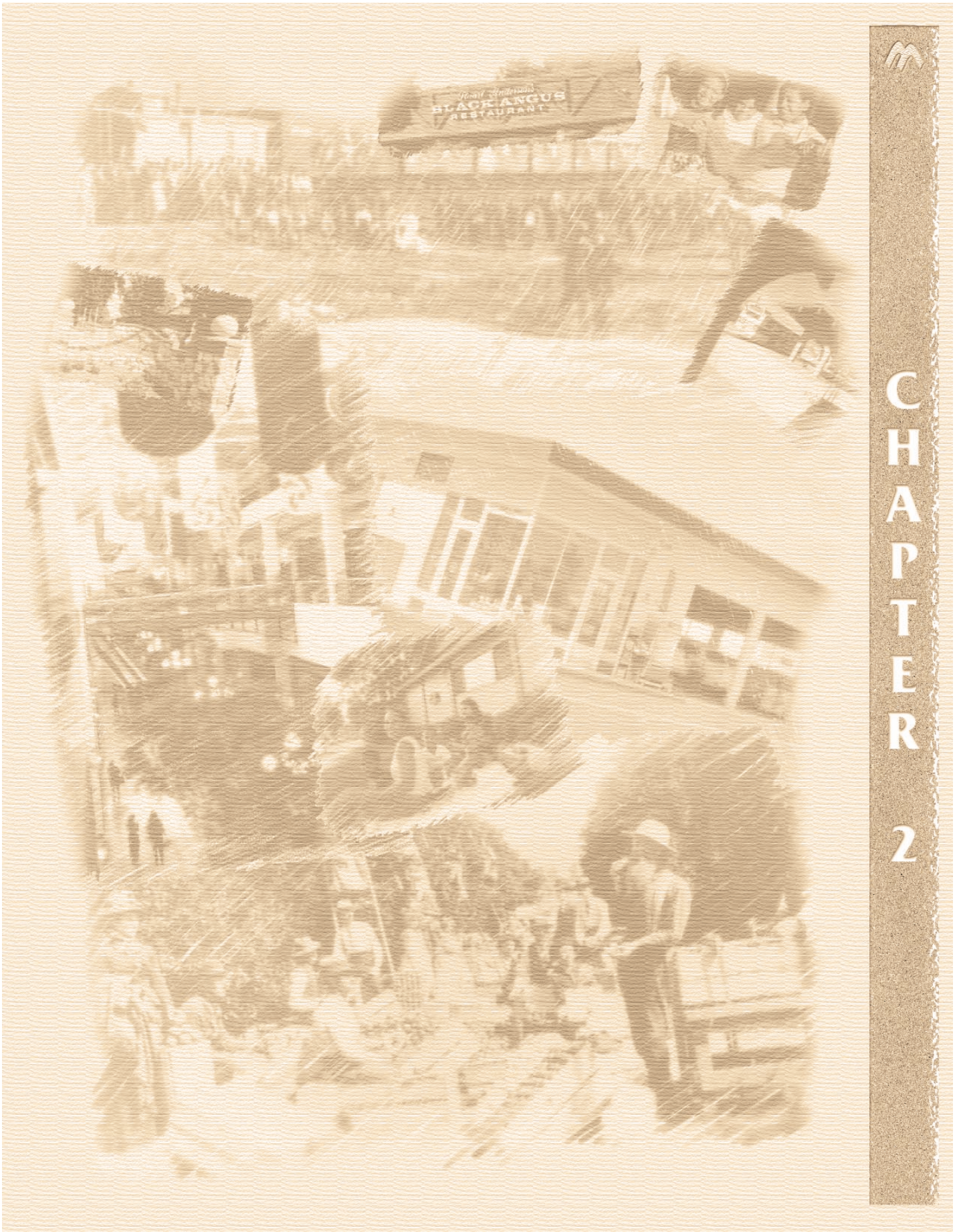
INTRODUCTION

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CHAPTER 2

2



LAND USE ELEMENT

Introduction

The way in which a community uses its land tends to reveal the character of that community. An inventory of the various uses within Montclair and an analysis of land use trends were undertaken to reveal planning deficiencies and opportunities, population distribution, adequacy of public services and utilities, and much of the other basic information needed for the preparation of a comprehensive General Plan. Facts about past and present land use also serve as a basis for analyzing the effectiveness of existing land use patterns.

The Land Use Element is often considered the "umbrella" element of the General Plan,

Land Use Issues and Trends

- Land Use involves the consideration of unique and special issues such as proportional balance of land uses, land use compatibility, intensity of land use, land use distribution, effective utilization and future selection of land uses.
- The Montclair Plaza is a positive and major influence on the area around it---continued expansion of the Montclair Plaza and periphery will strengthen the overall commercial integrity of the community.
- The various Specific Plans for the community seek to balance land use and provide good direction for the continued development of these areas.
- Supermarket and drug store demand in Montclair exceeds supply, causing consumers to shop in adjacent communities.
- An increased scale of commercial and/or office development may be appropriate, particularly near the I-10 Freeway and the Montclair Plaza.
- Business attraction and retention is an important consideration in land use planning.

encompassing the issues and policies that are considered in greater detail in the elements of the plan. For example, land use policies have a direct bearing on the local street system in the Circulation Element. Housing issues and needs identified in the Housing Element are linked to land use policies for both the existing and future residential development. In addition, the Land Use Plan also has a direct impact on public infrastructures, utilities, and facilities. The same can also be said to issues related to safety, noise, and the natural environment.

The 1999 General Plan program reevaluates the land use patterns within the planning area. A complete tabulation of the quantities of land in each of the land use classifications was done and presented as part of this document. The information helps provide for a quantitative analysis of the current land use compared with similar data collected in 1981 and 1968, the two previous General Plan updates.

Authorization and Scope

The State of California Government Code requires every city to adopt a Land Use Element as part of a city's General Plan. Government Code Section 65302(a) requires the scope of the Land Use Element as follows:

A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings, and grounds, solid and liquid waste facilities, and other categories of public and private uses of land. The Land use element shall include a statement of the standards of population density and building intensity for the various districts and other territory covered by the Plan.

Land Use Issues and Trends

- *Remaining agricultural lands are converting to urban uses, to a point where there will be little significant agricultural land left.*
- *A Land Use paradox exists in the community, where Montclair is predominately a built-out residential community, which nonetheless has a surplus of vacant commercial land. Appropriate residential development should be considered as an alternate or mixed land use (e.g. Holt Boulevard corridor, south Montclair).*
- *City standards should be encouraged for the Sphere of Influence Area, and annexation pursued where politically and economically feasible.*
- *Future new equestrian-oriented development in south Montclair does not appear viable. Conventional single-family development is encouraged for such areas.*



have helped create an image for Montclair as a regional commercial hub, rather than the quiet residential community it is. Industrial and related land uses occupy only 291 acres or 12 percent of the study area.

Land Use by Type

The Montclair study area includes approximately 4,148 acres or 6.48 square miles, about 83 percent or 5.4 square miles of which is fully developed. The remainder consists of vacant and agricultural lands. Most of these can be found south of Holt Boulevard, which also includes the unincorporated areas under the jurisdiction of San Bernardino County.

If Montclair were to be classified by its current major land uses, it would be viewed as a residential community. Nearly 50 percent of the study area's 4,148 acres is devoted to residential uses. Commercial land uses, from the corner convenience market to the upscale department store, while accounting for only 18 percent of Montclair's land area, comprise its most dominant use. The Montclair Plaza, Entertainment Plaza, the auto dealerships and surrounding commercial uses with their high visibility from the I-10 Freeway,

Current agricultural and vacant lands occupy approximately 650 acres or 16 percent within the study area. This represents approximately half of the total agricultural and vacant land in 1983.

To further analyze land use patterns and development trends, the Montclair study area has been divided into five sub-areas (see Figure II-1). Boundaries for the subareas were selected to reflect the 1990 federal census tract as well as the most current City boundaries. A brief description of the subareas and their main characteristics is as follows:

Subarea 1 Consists of area north of the San Bernardino Freeway, which encompasses Sub-areas 1 and 2 from the previous two General Plans (Census Tract 2.01). The most dominant land use is the Montclair Regional Mall.

Subarea 2 Consists of area immediately south of the San Bernardino Freeway to

Kingsley Street which, encompasses Subareas 3 and 4 of the previous General Plans (Census Tract 2.02). The majority of the parcels in this subarea consist of conventional single-family residences built in the 1960s.

Subarea 3 Consists of area immediately between Kingsley Street and State Street, which encompasses most of Subarea 5 of the previous General Plans. (Census Tract 3.01). This subarea encompasses a higher concentration of multiple-family residential development south of Kingsley Street; follows by strip commercial along Holt Boulevard; and light industrial uses to the south.

Subarea 4 Consists of areas within the incorporated City boundaries, south of State Street. (Part of Census Tract 3.02). This area is characterized by a mix of low-density estate-sized subdivisions, mobile homes, and vacant land.

Subarea 5 Consists of unincorporated San Bernardino County areas, south of State Street (part of Census Tract 3.02). This subarea includes large concentration of older homes intermixed with light industrial uses. There are also abundance of vacant or agricultural land scattered throughout.

The land use designations as shown in the General Plan Map Land Use Policy (Figure II-2) differs in many respects from the existing land use conditions in the "Existing Setting Report," based upon the fact that the future and ultimate usage of land should maintain compatibility and achieve a proper balance as to the general distribution, general location and extent of the uses of land for various purposes. Presented below is a brief description of General Plan land use designations for the planning area. Table II-1 (1999 General Plan Land Use Districts by Average) provides a tabulation of each land use category by subarea.

Residential--Very Low Density Single-Family, (0-2 units per acre). Single-family

residential areas comprise the largest land use category in the study area. Within this category, the City has designated 208 acres for a semi-rural living environment where residents maintain large lot of a minimum of one-half acre in South Montclair area for the specific purpose of keeping large animals such as horses. Much of these equestrian subdivisions were created in the late 1970's and early 1980's when the concept was popular and consistent with the City's housing goal in providing upper-end estate housing to meet the market demand. The current General Plan suggests a significant departure from this concept in that the City has, over the past decade, witnessed a decrease in demand for this type of housing. In order to develop much of the remaining vacant or underutilized residential land in South Montclair, the City has opted to reduce the amount of this very-low density, (0-2 units per acre) category by approximately 80 acres from the last General Plan.

Residential--Low Density Single-Family, (3-7 units per acre). This category of single-family residential areas comprises the largest land use category in the study area. A total of 1,630 acres or 39 percent of the study area is occupied by the conventional 7,500 square foot single-family residential lots found mostly in the mid-section of Montclair. However, newer in-filled subdivisions in various parts of the City over the last decade have been developed primarily on lot sizes averaging 6,000 square feet. In many cases, parcels that were previously designated for multiple-family residential use had been developed using the small-lot, detached single-family concept.

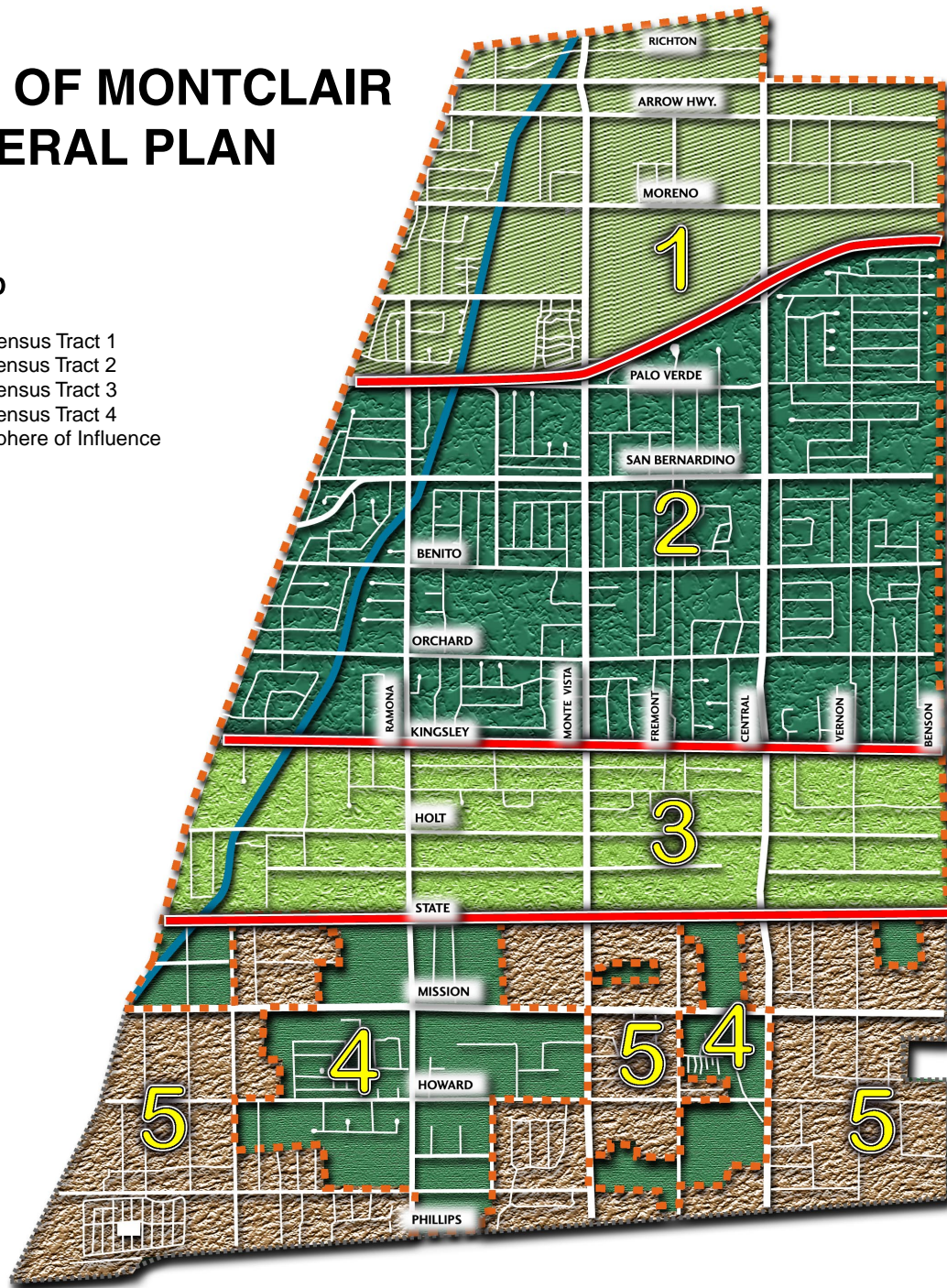
Residential-Medium Density, (8-14 units per acre). This category of residential consists of mostly attached two or multiple-family residential development. The two-family residential category accounts for only 46.3 acres or 1.1 percent of the lands in the study area. Generally, these areas have been developed with two attached units on a

Figure II-1

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

- 1 Census Tract 1
- 2 Census Tract 2
- 3 Census Tract 3
- 4 Census Tract 4
- 5 Sphere of Influence



STUDY AREAS



typical 75-foot by 100-foot lot. Resulting density is about 10 units per acre. The two-family areas are basically located in sub-areas 2 and 3, mainly along the south side of Kingsley Street and along part of Bandera Street.

The multi-family development generally falls into three subcategories: (a) apartment buildings on relatively small individual lots, (b) apartment complexes on larger acreage, and (c) townhouse or condominium developments. Although there is some acreage within the multifamily land use district still available for development, there has not been any new such townhouses or condominiums built within the past 13 years. Instead most of the development has been single-family homes on smaller lots, typically 4,500 square feet on the average.

Senior Housing. Senior Citizen housing consists of either congregated housing with centralized dining facility or self-contained apartment units with own kitchens. Most of these complexes establish minimum age requirement for the primary occupants, usually at 55 years of age. Senior housing fills a special need in the community in that active seniors in the complex have the opportunity to interact with other peers and enjoy a safe, productive, and meaningful life style in their later years in a safe environment. The City permits higher density with reduced parking and unit size requirements for this type of development, consequently, most senior housing complexes have either all or a certain number of units set aside for qualified lower income occupants.

Office-Professional. The number of administrative and professional offices in the study area is relatively small. The majority of these offices are concentrated south of I-10, east of Monte Vista Avenue within close proximity to the freeway and hospital. A smaller percentage can be found in the Civic Center area. Those offices with primary users in the medical and dental fields are

classified under the Medical Center category.

Commercial-Neighborhood. This category of commercial land use only occupies a very small percentage of the total land area. Those parcels of land are generally located abutting residential uses. They provide limited retail opportunity serving the immediate neighborhood. Uses that are considered non-intrusive to residential uses are generally found in this category. Certain obvious uses, such as gas stations, auto repair shops, drive-through restaurants, bars and dance halls, are generally prohibited.

Commercial-General. General commercial land uses, including neighborhood centers, are found in many locations in the community, mainly along the principal arterial where strips of business have developed. This category includes a broad range of commercial activities, including, but not limited to, grocery stores, restaurants, service providers, automobile and recreational-vehicle sales and other retail and wholesale establishments.

Regional Commercial. The Montclair Plaza, located in Subarea 1, is a major regional shopping center that provides for the sale of general merchandise, apparel, furniture, and home furnishings in full depth and variety, along with support services. The Montclair Plaza and the surrounding commercial areas continue to draw shoppers from a relatively large market area. The major expansion to the regional mall in 1985 and the subsequent addition of other promotional centers around the Plaza maintains the strength of the retail sector of the local economy. The area classified as regional commercial amounts to approximately 263 acres or 36.3 percent of the study area.

Business Park. The current General Plan recognizes the need for business park designation to accommodate a unique blend of research and development facilities, light

warehousing, assembly or manufacturing uses with office and potential retail use in the front with exposure to heavier traffic. Considerable amount of commercial land along the south side of Holt and along Mission Boulevard is being designated for this use.

Industrial Park. The Industrial Park category includes all light industrial and related uses including warehouse and wholesale activities, generally located on the south side of Brooks Street and State Street. Industrial development within this land use category mostly consists of multiple-tenant tilt up buildings with roll up doors. Some larger, single-tenant occupied buildings can also be found in this category.

Limited Manufacturing. This category of industrial land use consists of the most-intensive industrial operations. Limited manufacturing uses are expressly for the manufacturing and subsequent distribution of goods. The amount of land designated for this use is significantly less than the previous General Plan. It now occupies 1.8 percent of the total planning area.

Public/ Quasi-Public. Public/Quasi-public uses include the civic center complex, transportation center and facilities, utility yards, water towers and reservoirs, fire stations, public and private schools, religious institutions, non-profit membership associations and similar uses. Approximately 272 acres are devoted to these uses. This figure, however, does not include many small church assemblies presently in operation within the residential area, or using leased commercial spaces, as many of these particular tenants are considered as start-ups or transitional.

Neighborhood Parks. Public parks within the Montclair planning area occupy approximately 50 acres or 2 percent of the total area. This includes a newly developed neighborhood park and future park land in Subareas 4 and 5. Standards developed by

State and City policies suggest that an average of 1 acre of park land for each 3,000 residents would be needed. The existing park land acreage within the study area falls short of this objective by approximately 35 acres due to difficulties in park site acquisition, financial shortfall, and steady increase in population over the past two decades.

Most of the public parks are situated in residential neighborhoods. In some cases, the parks share common boundaries with school facilities.

Conservation Basin. Chino Basin Water Conservation District has five water retention/percolation basins along the San Antonio Wash within the study area. The total amount of land area stands at 82 acres, a slight increase from the last General Plan. These basins form a continuous open space separating various residential neighborhoods from other non-residential uses.

Community Plan Area. Within the unincorporated County area, in Subarea 5, are two unique neighborhoods which warrant special planning efforts by both the County and the City before any significant development can occur. To the northeast of Mission Boulevard and Central Avenue is the Narod Tract. At the southwest of Mission Boulevard and Pipeline Avenue is another neighborhood of older mixed land uses called the Kadota Homes Tract. The adoption of Community or Specific Plan would allow for special analysis of the special features of these areas and proposed land uses and development standards for their subsequent development.

Planned Development. The current General Plan creates this new land use category to plan for special consideration of certain areas where a mix of land uses, such as commercial, office, and residential uses may be developed in a cohesive manner, utilizing special and innovative development

standards consistent with the overall General Plan and/or Specific Plan.

Medical Center. A total of 20 acres is devoted to medical uses. The majority are located in the area of the United States Family Care Medical Center, formerly Doctors' Hospital of Montclair, located in Subarea 2, south of I-10 Freeway, between Monte Vista and Fremont Avenues. Convalescent hospitals are also included in this category.

Land Use Issues

Land use planning is widely recognized as key to the optimum development and growth

of the community as it dictates the future makeup and physical shapes and characteristics of the place where we live and work. The formulation of the Land Use Element of the General Plan involves the consideration of several unique and special issues such as proportional balance of land uses, land use compatibility, intensity of land use, land use distribution, effective utilization and future selection of land uses. Outlined herein are some of the major land use issues:

- The remaining agricultural lands are converting to urban uses, to a point where there will be no significant agricultural land left, except for short-term seasonal crops.

TABLE II-1

**CITY OF MONTCLAIR
1999 GENERAL PLAN LAND USE DISTRICTS BY ACREAGE**

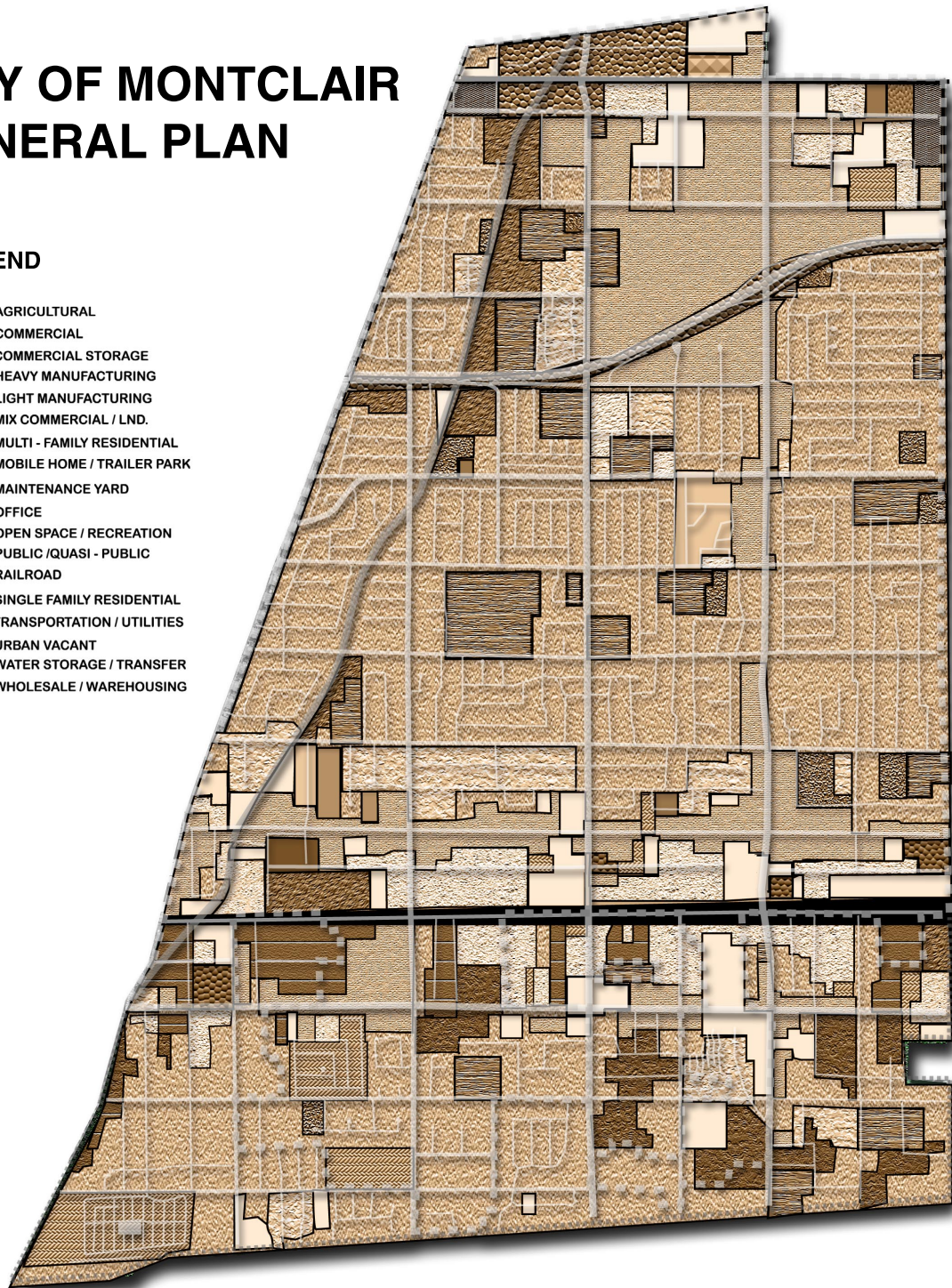
	SA #1-4 (CITY LIMITS)	SA#5 (COUNTY AREA)	TOTAL PLANNING AREA (SUB-AREAS 1-5)
LAND USE CATEGORIES	ACREAGE	ACREAGE	ACREAGE
Residential- Very Low Density (0-2 DU/AC)	88	120	208
Residential- Low Density (3-7 DU/AC)	1,370	260	1,630
Residential- Medium Density (8-14 DU/AC)	171	55	226
Senior Housing (S)	20	0	20
Office-Professional	20	0	20
Commercial- Neighborhood	10	0	10
Commercial- General	254	90	334
Commercial- Regional	263	0	263
Business Park	183	47	230
Industrial Park	248	60	308
Limited Manufacturing	41	34	75
Public/ Quasi-Public	238	34	272
Neighborhood Park	44	5	49
Conservation Basin	82	0	82
Community Plan Area	0	160	160
Planned/Development Area	72	0	72
Medical Center	20	0	20
Freeway & Railroad Right-of-ways	159	0	159
TOTAL	3,337 Acres (5.21 Sq.Miles)	881 Acres (1.27 Sq.Miles)	4,148 Acres (6.48 Sq.Miles)

Figure II-2

CITY OF MONTCLAIR GENERAL PLAN

LEGEND

- AGRICULTURAL
- COMMERCIAL
- COMMERCIAL STORAGE
- HEAVY MANUFACTURING
- LIGHT MANUFACTURING
- MIX COMMERCIAL / LND.
- MULTI - FAMILY RESIDENTIAL
- MOBILE HOME / TRAILER PARK
- MAINTENANCE YARD
- OFFICE
- OPEN SPACE / RECREATION
- PUBLIC /QUASI - PUBLIC
- RAILROAD
- SINGLE FAMILY RESIDENTIAL
- TRANSPORTATION / UTILITIES
- URBAN VACANT
- WATER STORAGE / TRANSFER
- WHOLESALE / WAREHOUSING



EXISTING LAND USES



- Vacant, under-developed parcels throughout the study area will be utilized as demand for new developments and uses grow.
- Demand for vacant or under-utilized land remains relatively low.
- General commercial land use in the south part of the study-area consists of scattered, local convenience centers, strip retail and specialty shops, automotive-related uses along Holt Boulevard, Mission Boulevard, and a portion of Central Avenue. Many of these parcels have limited access or street frontages. Some are underutilized and in some cases, only a portion of the lot is improved. The vehicular access points are often not well coordinated and are a safety hazard and efficiency obstacle.
- The Montclair Plaza is a positive and major influence on the lands immediately adjacent to the center. Over the years, many significant redevelopment efforts have taken place around the Plaza area due to the strength and its successful expansion in 1985.
- A program to continue the expansion of the Montclair Plaza, the promotion of new businesses and the maintenance and retention of existing major businesses will upgrade the commercial integrity of the community.
- The various adopted specific plans within the planning area seek to rectify the imbalance distribution of land uses.
- Supermarket and drug store demand in Montclair exceeds supply, causing consumers to shop in adjacent communities.
- The development of additional high quality housing will tend to reinforce and upgrade existing residential neighborhoods.
- The continual rehabilitation of existing rental housing stock in the City will

strengthen property value and attract more stable, employed households to the community.

- The maintenance and improvement of existing housing are essential to the long-term viability of the City.
- The variation in zoning and development standards of the county as compared with the City is of concern. It will therefore be the City's effort to continue to seek Montclair's development standards in the unincorporated Sphere of Influence.

Implementation Policies

The City has adopted a land use goal and several land use objectives to guide the formation of the Land Use Plan. Policies tailored to achieve the goal and objectives were established to augment and support the plan.

Land Use Goal

LU-1.0.0. To establish an effective balance of land use, circulation, transportation, and community design and housing patterns that will promote the optimum degree of health, safety, well-being, and beauty for all areas of the community, while maintaining a sound economic base.

Land Use Objectives

LU-1.1.0. To encourage compatible land uses within the City.

LU-1.2.0. To promote the mitigation of existing land use conflicts.

LU-1.3.0. To promote the rational utilization of underdeveloped and undeveloped parcels.

LU-1.4.0. To continually improve as a place for living by ensuring that those portions of the City which are best suited for residential use will be developed and

maintained as healthful, safe, pleasant, attractive neighborhoods which are served by adequate open space and appropriate community facilities for all citizens.

LU-1.5.0. To ensure that commercial areas within the City are conveniently located, efficient, attractive, safe for pedestrian and vehicular circulation and concentrated into districts and centers in order to better serve a larger portion of the City's needs, while also continuing to provide regional commercial services as the dominant proportion of the regional market in recognition of the economic contribution and image identification associated with regional centers.

LU-1.6.0. To continually improve as a place for industrial development by encouraging the development of modern, attractive plants and industrial parks which will not produce detrimental effects on surrounding properties while providing employment opportunities for the residents.

LU-1.7.0. To coordinate all aspects of City development in accordance with the General Plan, including land use (commercial, industrial, housing), population densities, public facilities, circulation, transportation, and utilities, based on public need.

LU-1.8.0. To play a significant role in planning the long-range development of the region and to seek a maximum coordination of growth and development.

LU-1.9.0. To attract a solid core of residents and occupations in an effort to provide community stability and enhance the general character of the City.

General Land Use Policies

LU-1.1.1. Promote the joint use of parking areas and access for commercial properties to reduce pedestrian/vehicular conflicts due to the multiplicity of access points.

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.

Specific Land Use Policies

Underutilized Commercial Parcels

LU-1.1.5. Promote the assemblage of commercial parcels found in strip commercial areas along Central, Holt, Moreno and Mission.

LU-1.1.6. Consolidate and require reciprocal parking and mutual access with adjoining parcels and parking areas.

LU-1.1.7. Promote the development of commercial centers rather than strip commercial areas.

Central Avenue

LU-1.1.8. Promote the utilization and consolidation of smaller parcels, both commercial and residential uses, into larger, more usable properties.

Holt Boulevard

LU-1.1.9. Increase the acreage of residential uses directed to "homeowner" housing.

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.

Mission Boulevard

LU-1.1.11. Revise the adopted Montclair Parkway Place Specific Plan for Mission Boulevard Corridor to provide for more specific and practical development standards to address many of its unique problems and challenges.

Kadota Area/Narod Subdivision

LU-1.1.12. Coordinate special community plans with the County for the Narod area and for the Kadota area which identify land use conflicts and propose appropriate design mitigation.

Residential Land Uses

LU-1.1.13. Encourage the use of specific plans/community plans in problem areas due to difficulty in applying traditional zoning, while recognizing unique conflict of land uses.

LU-1.1.14. Identify residential patterns as a means of assisting in their planning and protection.

LU-1.1.15. Provide each neighborhood with adequate and convenient public facilities and amenities including schools, parks and recreational facilities.

LU-1.1.16. Protect residential property values and privacy by preventing the intrusion of incompatible land uses.

LU-1.1.17. Discourage through traffic as a means of assuring safe neighborhoods.

LU-1.1.18. Encourage the improvement, maintenance and beautification of residential areas through a continuous program of street tree planting and maintenance, street cleaning, and other measures designed to preserve residential attractiveness and to encourage residents to improve and maintain their property.

LU-1.1.19. Provide adequate streets

(rights-of-way and paved widths), sidewalks, utilities, water, sewers, storm drainage and street lighting systems in balance with the varying neighborhood population densities.

LU-1.1.20. Protect residential property values and privacy by preventing the intrusion and detrimental effects of noise, air pollution and vibration.

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.

Commercial Land Uses

LU-1.1.23. Provide adequate land in proper locations for the various types of commercial activities, in order to realize optimum benefits for the residents of the community.

LU-1.1.24. Provide, through public and private investment, for the development of commercial properties designed to complement existing developments.

LU-1.1.25. Encourage the design of these properties to create an enjoyable environment for shopping by promoting improved architectural appearance of buildings, excellent landscaping, and appropriate regulated signing, parking and traffic circulation.

LU-1.1.26. Promote the development of commercial centers which have distinctive and unique character or appearance relating to Montclair's community design objective.

LU-1.1.27. Improve the relationship between commercial areas and adjacent noncommercial land through landscaped buffer strips to ensure the protection of the adjacent residential land from such annoyances as noise, light, and traffic.

LU-1.1.28. Ensure adequate municipal services for all commercial areas, and provide for the improvement of street appearance through a program of street tree planting, suitable street lighting, the under grounding of unsightly overhead utility lines, and the regulation of signs and outdoor advertising.

LU-1.1.29. Recognize the importance of retaining the economic viability of the Montclair Plaza and promote the maintenance and improvement of the Plaza to attract new patronage.

LU-1.1.30. Consider the establishment of new complementary uses around the Plaza perimeter to maximize its utilization and intensify the area's activity.

Industrial Land Uses

LU-1.1.31. Seek the development of manufacturing and a limited amount of warehousing type industries and provide the necessary land areas in locations which are adequately served by vehicular arterial, railroad lines, and all utilities.

LU-1.1.32. Encourage the use of industrial park or business park concept for the development of industrial land.

LU-1.1.33. Promote the general visual improvement of industrial areas by encouraging professional architectural and landscape architectural design and the careful signing of industries so that these areas contribute to the betterment of the total community.

LU-1.1.34. Prevent the intrusion of incompatible uses such as marginal retail commercial, which would reduce the efficiency of the industries and impair opportunities for growth and expansion.

LU-1.1.35. Ensure properly designed and adequately improved streets, off-street loading, service and parking areas.

LU-1.1.36. Protect residential areas from industrial intrusion by requiring industries to provide proper screening, landscaping space, buffer strips and compatible architectural treatment in the areas immediately adjacent to more restrictive uses.

Implementation Devices

- **Zoning.** Zoning is the primary instrument for the implementing the General Plan. Montclair's General Plan is designed for a life span of 15-20 years from its initial adoption, while zoning code and the Zoning Map respond to shorter-term needs and conditions. Each of the residential, commercial, business park, industrial, and other land use designations will be detailed by land use zones which will in turn, specify permitted uses, conditionally-permitted uses, and development standards for each zone. Zoning maps and regulations must be consistent with the land uses, policies and implementation programs of the General Plan.

- **Prezoning/Annexation.** The City shall adopt procedures governing the prezoning of areas within the Montclair's Sphere of Influence to be annexed to the City. Criteria for prezoning a site to be annexed shall consider existing land uses, if any, existing County zoning on the site and surrounding area; existing circulation patterns; and environmental conditions on the site and surrounding area. Although prezoning has no regulatory effect until the property is annexed, it is a measure to encourage annexations and to logically plan land use and development activities. Prezoning is subject to the same requirements applicable to zoning in the City including the requirement for consistency with the General Plan. As a result of providing sanitary sewer connections to the City sewage system, there have been a good number of properties within the County unincorporated area which has signed the

"Irrevocable Annexation Agreement." This arrangement permits limited development to occur in the County area which otherwise would not be feasible due to the lacking of a sewer system in the unincorporated area.

- **Specific Plans.** Specific Plan regulations in effect, replace the prescribed zoning for the specific plan area. Specific plans shall include the location of land uses, standards to regulate height, bulk, setback limits, construction of proposed streets, standards for population density and building intensity, the conservation and management of natural resources, and implementation provisions to carry out the Open Space/Conservation Element. Over the years, the City has adopted numerous specific plans covering a variety of land uses, and sizes of property. Some of the larger ones include the Holt Boulevard Specific Plan, Mission Boulevard Parkway Place Specific Plan, North Montclair Specific Plan, Montclair East Specific Plan, and Town Center Specific Plan.

- **Development Agreements.**

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer to assure the type, character, quality of development, and the public benefits to be provided. A development agreement assures the developer that regardless of changes in development standards or regulations overtime, permits will be issued based on the regulations in place when the project was approved. The development agreement may be used by the City for the implementation of a specific plan. The development agreement may also contain conditions on the phasing of development, grading, infrastructure improvements and provisions relating to public benefits over and above what is required by the General Plan, Development Code and other ordinances by the City.

- **Redevelopment.** Redevelopment, which combines police and corporate powers, is one of the most powerful tools available to the City for implementing the General Plan. California authorizes a city to undertake redevelopment projects to revitalize blighted areas, in accordance with the Community Development Law (Health and Safety Code Sections 33000 et seq.). Over the years, Montclair has adopted a number of redevelopment project areas for a variety of land uses with great success. The City should review the Redevelopment Plan and update the plans and regulations as necessary to establish consistency with the General Plan and Development Code.

- **Capital Improvement Program.** The City's five-year capital improvement program (CIP) should be reviewed and updated on an annual basis to meet changing needs, priorities, and financial conditions. Consistency between the CIP and the General Plan should be maintained, in accordance with State law.

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CIRCULATION ELEMENT

Introduction

Between 1999 and build-out of the City of Montclair, housing units are projected to increase by only four percent. However, the total amount of employment in the City is projected to increase by up to fifty percent. In conjunction with these land use trends, future changes in circulation patterns will primarily be related to (1) changes in regional circulation features such as the opening of State Route 30 (SR-30) north of the city, (2) economic development activities within the city, and (3) opportunities to utilize alternative transportation modes.

The City's circulation system is one of the most important of all urban systems. Economic activities require the circulation of materials, products, and employees. The viability of each land use is dependent upon a certain level of accessibility.

The Circulation Element is divided into five sections: (1) Introduction; (2) Existing Conditions and Issues; (3) Circulation Issues; (4) the Circulation Plan; and (5) Implementing Policies. The Circulation Plan is intended to be responsive to the objectives of the City in planning for its future growth while at the same time mitigating existing problems or concerns. The Circulation Element states general policies which will serve to guide the development of future, more detailed implementation programs.

In the City and its Sphere of Influence, the following four types of systems compose the circulation system:

- **Air System.** The regional air system is comprised of general aviation from Cable Airport, as well as commercial and cargo flights from Ontario International Airport.
- **Road System.** The road system provides for nearly all passenger trips through and

within the study area. While the primary road user is the automobile, bicycles, pedestrians and buses also use the road system. The study area is served by a network of roads as illustrated in Figure II-3 (Area Wide Street Network).

- **Public Transit System.** Public transit is playing an ever increasing role in Montclair's circulation system. Within the Montclair area, public transit is provided by a number of agencies including Omnitrans, Foothill Transit, Metropolitan Transportation Authority (MTA), Inland Empire Connection, Metrolink, and Amtrak. The Montclair Multi-Modal Transcenter provides a hub for these services on Richton Street, north of the San Bernardino (I-10) Freeway and east of Monte Vista Avenue.



- **Trail System.** Montclair's trail system is primarily made up of bicycling corridors. This system can be improved to enhance recreational and other travel opportunities. Bicycle lanes can also provide access to parks, shopping centers, employment areas, and public facilities. The surrounding communities, such as Claremont, Upland, and Ontario, all have connection bike routes or are within reasonable distance from routes within the Montclair study area.

In Montclair, the circulation system is predominantly oriented to the convenience



of the automobile. Regional access to surrounding areas is provided by the I-10, which passes through the northern portion of the City in an east-west direction. The local system primarily consists of north-south and east-west streets in grid form.

Existing Conditions

Montclair's major modes of ground circulation consist primarily of automobiles and public transit (buses). Bicycling, walking, and rail meet secondary transportation needs for the community. The 1994 construction of the Montclair Transcenter has seen the increased use of fixed rail transit and buses, and carpooling for local residents who work in the metropolitan areas.

The widening of the Interstate 10 Freeway for the addition of High Occupancy Vehicles (HOV) lanes, and the widening of the Central Avenue underpass are part of recent programs to improve both local and regional traffic congestion. Future projects include the possible grade separation at Ramona Avenue and the Union Pacific railroad tracks.

In Montclair, as in most Southern California communities, the circulation system not only provides for the flow of traffic but also for parking. Some areas of the city, which include multiple-family dwelling units, experience on-street parking problems due to the high number of automobiles concentrated in these areas.

Existing Circulation System

The existing road characteristics (such as the number of lanes, divided or undivided, for the transportation facilities in the City) are described below and shown on Figure II-4 (Existing Roadway Geometries). The current daily traffic volumes are shown in Figure II-5 (Existing Average Daily Traffic).

The most significant regional facility serving the City is the I-10 Freeway. It is an eight-

lane, grade-separated facility and links Montclair with the rest of the region. The facility serves the regional east-west traffic demand with an average daily traffic volume (ADT) of up to 236,000 vehicles.

Key roadways within the study area include:

- **Arrow Highway.** Four-lane undivided thoroughfare providing east-west traffic flow of 27,000 ADT through the northern end of the city.
- **San Bernardino Street.** Four-lane undivided thoroughfare providing east-west traffic movement for nearly 13,000 ADT.
- **Holt Boulevard.** Four-lane undivided thoroughfare providing east-west traffic movement which handles between 24,000 and 28,000 ADT.
- **Mission Boulevard.** Four-lane divided thoroughfare providing east-west traffic flow which operates with a daily volume of 24,000 and 28,000 ADT.
- **Monte Vista Avenue.** Two-to-five lane divided and undivided thoroughfare providing traffic movement for up to 24,000 ADT in the north-south direction from Arrow Highway to the southern city limit. Monte Vista Avenue has an interchange with Interstate 10.
- **Central Avenue.** Four-to-six lane divided thoroughfare providing north-south traffic flow throughout the city. Central Avenue has an interchange with Interstate 10 and serves 23,000 to 34,000 ADT.
- **Moreno Street.** Two-to-four lane divided and undivided thoroughfare providing traffic flow of 20,000 ADT in the east-west direction from Mills Avenue east.
- **Palo Verde Street.** Two-to-four lane thoroughfare providing traffic movement in the east-west direction from the Monte



Figure II-3
CITY OF MONTCLAIR
AREAWIDE STREET NETWORK

LEGEND:

- = FREEWAY
- = ROADWAY
- = CITY BOUNDARY

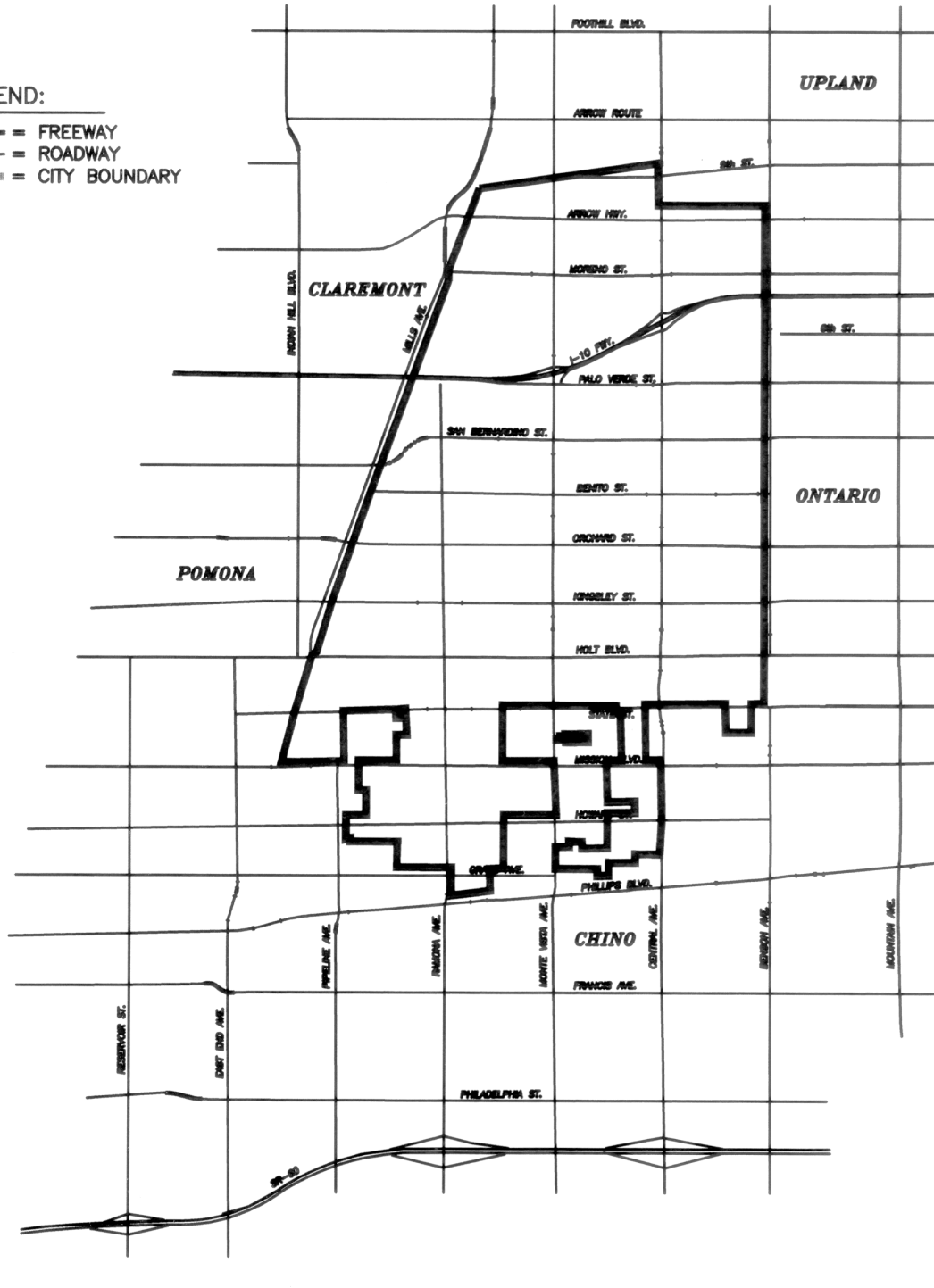




Figure II-4
EXISTING ROADWAY GEOMETRIES

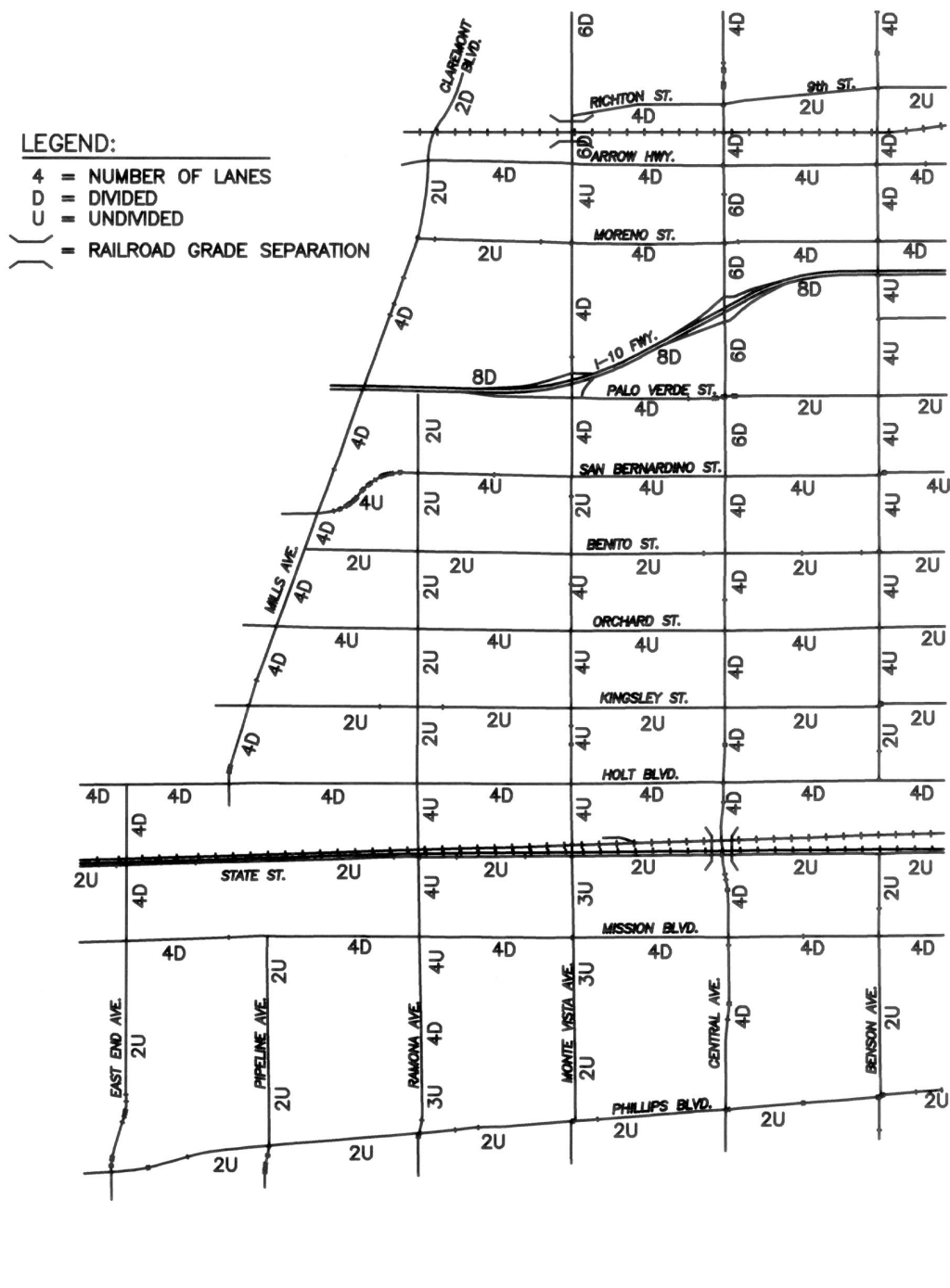


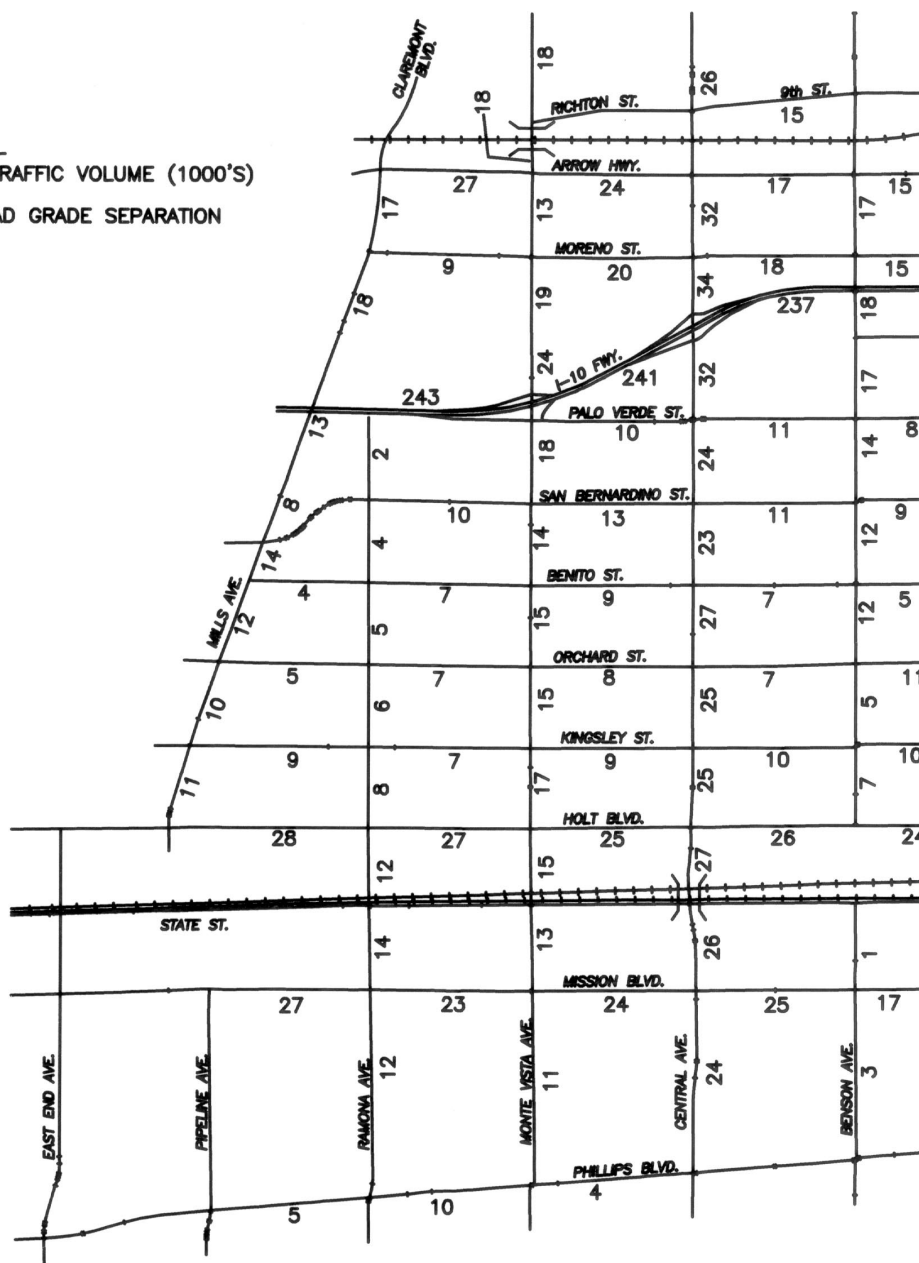


Figure II-5
EXISTING AVERAGE DAILY TRAFFIC (ADT)

LEGEND:

7 = DAILY TRAFFIC VOLUME (1000'S)

(()) = RAILROAD GRADE SEPARATION





Vista Avenue/I-10 Freeway Interchange east.

- **Orchard Street.** Two-to-four undivided thoroughfare providing traffic flow in the east-west direction throughout the city.
- **Kingsley Street.** Two-lane undivided thoroughfare providing traffic movement in the east-west direction
- **State Street.** Two-lane undivided thoroughfare providing traffic movement in the east-west direction.
- **Phillips Boulevard.** Two-lane undivided thoroughfare providing traffic flow in the east-west direction
- **Mills Avenue.** Two-to-four lane divided thoroughfare provides north-south traffic movement between Arrow Highway and Holt Boulevard
- **Ramona Avenue.** Two-to-four lane undivided thoroughfare serving north-south traffic between the northern City limits and Holt Boulevard, and between State Street and the southern City limits.

Scenic Highways

The City of Montclair contains no scenic highway corridors. The City of Ontario has designated Mission Boulevard from the western to the eastern city limits as a scenic highway. As Mission Boulevard enters the City of Montclair, its scenic value is lost due to the lack of landscaping and the strip commercial uses that line the boulevard. The future designation of Mission Boulevard as a scenic corridor seems unlikely for the City of Montclair.

Public Transportation

Bus service is provided to Montclair residents through Omnitrans within the San Bernardino County area and by Foothill Transit to destinations within Los Angeles

County. The completion of the multi-modal Montclair Transcenter and the continued draw of ridership to and from the Montclair Plaza further complements Omnitrans' bus maintenance and storage facility in the north Montclair area. Currently, as illustrated in Figure II-6 (Areawide Transit Routes) there are a total of 12 routes which connect to either the Montclair Plaza or the Transcenter from all directions. Ridership on these public transit routes has steadily increased in recent years.

The Montclair Transcenter conveniently ties the region's fixed route commuter rail and bus services and ride share program in one centrally located area. Currently a childcare center is operating at the site to serve the commuting public. Additional development at the site to provide transit-related services and retail uses, will likely take place in the near future. The recently adopted "North Montclair Specific Plan" laid out several pedestrian and public transit linkage alternatives by which commuters and motorists who use the Transcenter will be encouraged to visit the Montclair Plaza and the future Fremont Avenue mixed-use corridor by the use of shuttle services linking these key points.

Railroads

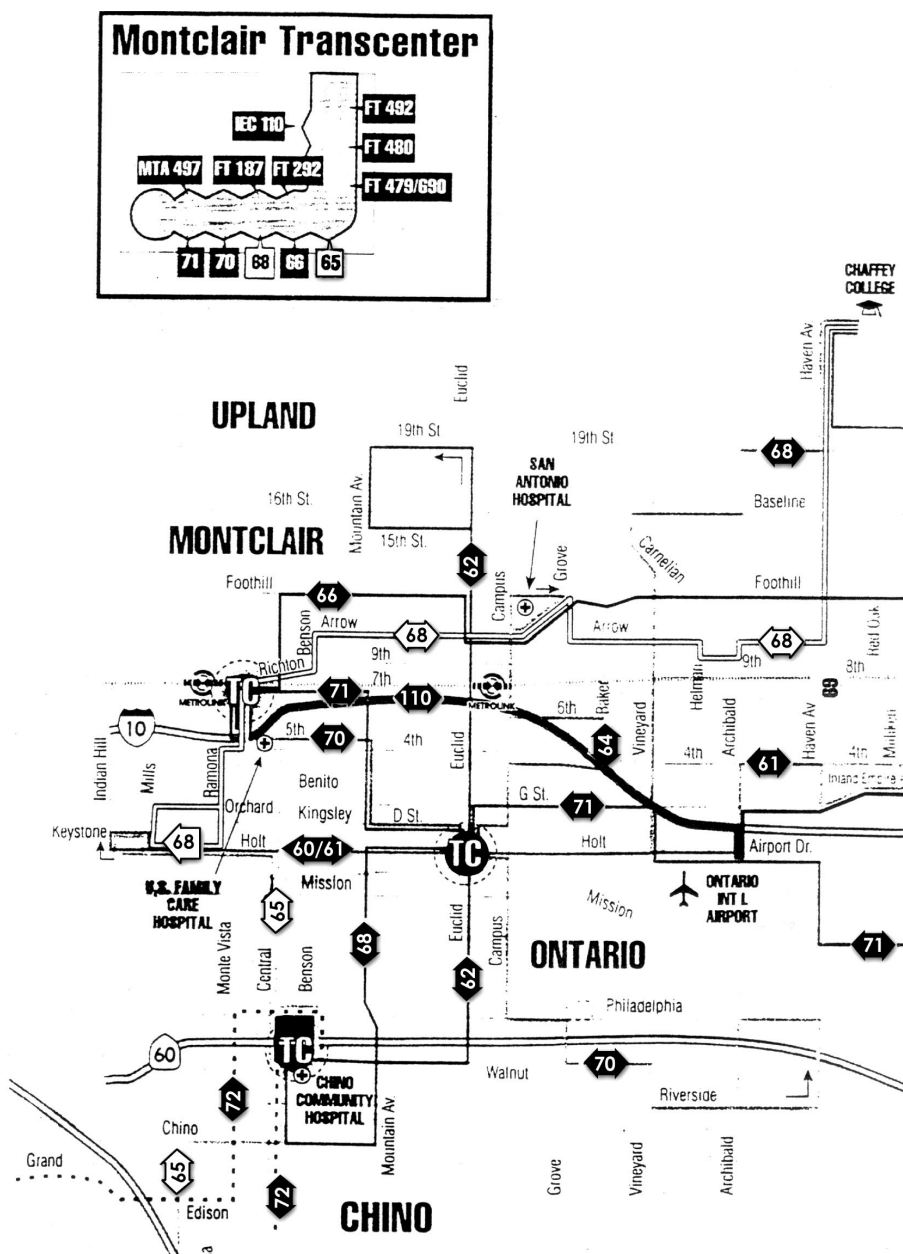
Two major rail lines transverse the Montclair study area. The Union Pacific (UP) are located parallel to and north of State Street in the southern portion of the study area. The Atchison, Topeka, and Santa Fe (AT & SF) are located in the northern portion of the study Area, parallel to and north of Arrow Highway. It was recently purchased by the Southern California Rail Authority, making it possible to extend Metrolink commuter rail service from the Los Angeles Basin to the San Bernardino County area. The Union Pacific Line is now serving the Metrolink's Inland Valley area, but without stopping in Montclair.

Future demand created by the impending Alameda Corridor to transport more goods



Figure II-6

AREA WIDE TRANSIT ROUTES



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using the two tracks in south Montclair will likely impact the north-south roadways. Increased rail traffic and longer boxcar trains will further congest vehicular and pedestrian traffic on Monte Vista and Ramona Avenues. The prospect of grade separation on Ramona Avenue will likely become a greater necessity.

San Bernardino County Congestion Management Program

When Proposition 111 passed in June 1990, it established a process for each metropolitan county in California to prepare a Congestion Management Program (CMP). The CMP represents a regional effort to more directly link land use, transportation, and air quality. The goal of the CM was to promote reasonable growth management programs that will more effectively utilize new transportation funds, alleviate traffic congestion and related impacts as well as improve air quality. One aspect of the CMP requires that the Congestion Management Agency (CMA) designate a system of highways and roadways to include, at a minimum, all state highways and principal arterials.

In the City of Montclair, the CMP highways include Monte Vista Avenue, Central Avenue, Arrow Highway, I-10 Freeway, Holt Boulevard, and Mission Boulevard. The San Bernardino County CMP network roads within the City of Montclair are shown on Figures II-7 (San Bernardino County CMP Network).

County of San Bernardino General Plan Roadway Classifications

The San Bernardino County General Plan Roadway Classifications within the City of Montclair are shown on Figure II-8 (County of San Bernardino General Plan Roadway Classifications). Mission Boulevard and Central Avenue are classified as major Divided Highways on the current County of San Bernardino General Plan.

Bicycle and Pedestrian Circulation

Bike routes or paths are currently not readily identifiable in Montclair. The City street system generally provides roadway cross-sections, which accommodate bicycles in a manner that is typical for urban areas. However, some roadways are appropriate for bike lanes. The surrounding communities, such as Claremont, Upland, and Ontario all have bike routes connecting or within the Montclair planning area. The City of Montclair Bicycle Plan is shown on Figure II-12 (Bicycle Routes).

Air Transportation

There are two air facilities in operation in close proximity to the Study Area. The facilities are Cable Airport, located north of the city, and the Ontario International Airport (OIA), located southeast of the Study Area in the City of Ontario.

OIA is operated by the City of Los Angeles Department of Airports. The 1,463-acre facility maintains 154,332 yearly aircraft operations supporting approximately 6.3 million passengers annually (MAP). With the construction of two new passenger terminals and the potential for a third terminal, OIA could ultimately serve 18 MAP. However, the California Air Resources Board has set a limit of 12 MAP, or 125,000 flight operations per year on the airport. Expanded passenger terminal facilities have also been planned to accommodate projected air travel demand. The expansion also includes 700,000 square feet gross building area, parking for 9,000 vehicles, structural pavement for taxiways, and parking for 36 aircraft.

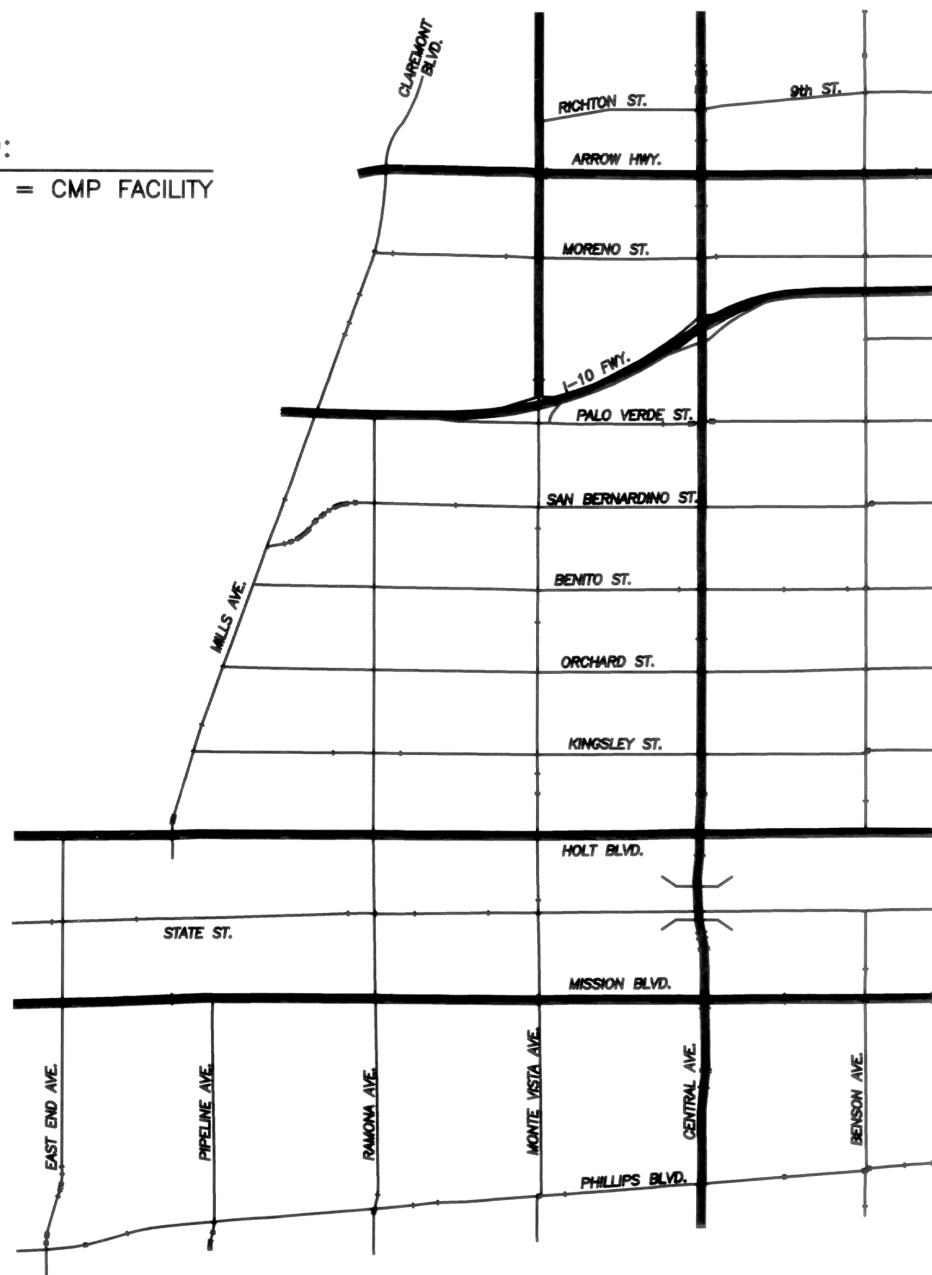
The Cable Airport is a privately owned, general aviation airport. The airport provides aircraft tie-down, aircraft rentals, and flying lessons. This airport is the closest to the City for private aircraft operations and will continue to provide important air services to the residents of Montclair.



Figure II-7
SAN BERNARDINO COUNTY
CMP NETWORK

LEGEND:

 = CMP FACILITY



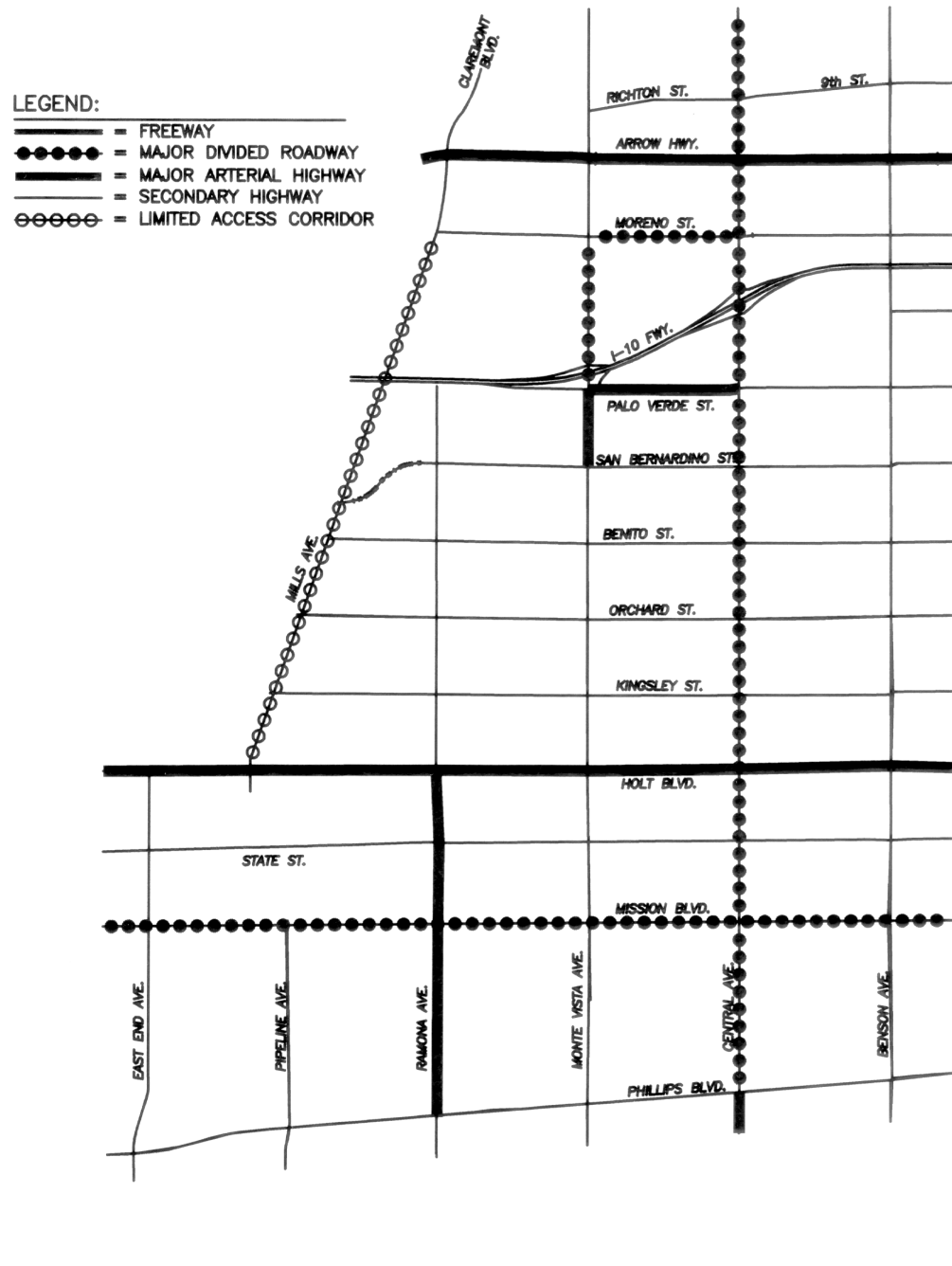
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Figure II-8

COUNTY OF SAN BERNARDINO GENERAL PLAN ROADWAY CLASSIFICATIONS



Circulation Issues

Urbanization of the Montclair study area has followed traditional patterns established by the network of vehicular circulation systems. The roadway network consists of a rigid arrangement of north-south and east-west extending roadways. Land uses have had a direct relationship with the circulation system. Generally, the major arterial roadways have attracted strip commercial uses, residential uses that are accessible through interior collectors and local streets, and industrial uses that concentrate near rail services.

The close relationship between traffic/circulation issues and land use development issues is apparent when problems occur due to economic development. Land use policies identified in the Land Use Element will have a direct impact on traffic volumes and the operating service levels of roadways within the City. These issues will be addressed during the preparation of a CMP Traffic Impact Analysis (TIA) for planned economic growth in the City.

These, along with other key issues related to transportation and roadways, emerged during the preparation of this Circulation Element. Other key issues and trends include:

- Some existing traffic problems are regional traffic problems and the City has little control over external growth affecting traffic in the City.
- The I-10 Freeway is a vital corridor for commuter traffic. State Route 30 Freeway improvements north of the City and current I-10 Freeway HOV lane improvements will ease rush hour commute time and help reduce commuter short-cutting through city streets during rush hour.
- The ramp system for the I-10 Freeway through Montclair is outdated; it needs to

be modernized and consideration should be given to additional improvements beyond the widening of the Central Avenue underpass.

- Alternative transportation opportunities have been brought about by the Transcenter on the north side of the City.
- The bicycle may become a practical transportation alternative in some situations. Comprehensive planning efforts should be taken to help the bicycle reach its full potential as an alternative transportation mode for commuting and shopping, as well as for recreation.
- The right-of-way for Monte Vista Avenue has been designated in the 1970 and 1983 Circulation Elements for secondary status. The existing right-of-way has been developed to collector specifications. Residential land uses developed along both sides of the roadway preclude attainment of secondary status.
- Many north-south extending roadways cross railroad tracks at the same grade in several locations of the study area. These situations create traffic safety concerns and hinder the efficiency of the roadways.
- Arterial roadways often suffer from numerous driveway access points in both closely spaced strip commercial and residential uses. Vehicular ingress/egress can affect roadway efficiency and safety.

The Circulation Plan

The Circulation Plan proposed for Montclair has been developed to provide adequate capacity to accommodate the travel demands of the land use element as well as to preserve the quality of life in Montclair. Figure II-9 (General Plan Circulation Element Roadways) illustrates the proposed General Plan Circulation Element Roadways.



Functional Classifications

The classification of a roadway is intended to establish its function or role in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications range from freeways (with full control of access, grade-separated interchanges, high speed high volume traffic, emphasis on longer distance and inter-city travel) to local streets/cul-de-sacs (with unlimited access to fronting properties, low speed low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian, and bicycle activity). Figure II-10 (Typical Roadway Cross-Sections) illustrates typical cross-sections for the City of Montclair roadway classifications.

Montclair is currently served in an east-west direction by I-10, the San Bernardino Freeway. The Pomona Freeway SR-60 south of the planning area also serves the community. The planned SR-30 Freeway to the north of the City limits will also serve regional east-west traffic flows.

- **Divided Arterial, Arterial, and Major Streets.** These major arterials are designed to accommodate from four to six lanes of moving traffic with either two or three moving lanes in each direction. Major intersections are controlled by traffic signals. Where possible, median strips should be provided to channelize traffic, facilitate left turn movements and improve the appearance of the arterials. Parking should be permitted only in off-peak hours when the total roadway is not required for the movement of traffic.
- **Secondary Streets.** Secondary streets provide for the movement of vehicles to and from local collector streets, major streets, and freeways. Such streets

usually have two moving lanes for each direction of flow.

- **Collector Streets.** The collector street system is intended as the intermediate route to handle traffic between the local street system and the secondary and major streets. Also, collector streets provide access to abutting property. This system includes those streets which provide for traffic movements within a relatively small area such as a residential neighborhood. Traffic using the collector streets should have either an origin or destination with the local area.
- **Industrial Streets.** The City has designated certain streets as industrial streets with rights-of-way specifically designed to serve the industrial area set out in the General Plan. Due to the nature of the traffic on these streets, special consideration must be given to load-bearing capacity, paving materials, corner radii at intersections and turns. Utilization of industrial streets for parking and loading should be prohibited.
- **Local Streets.** The local street system is intended to provide for direct access to abutting properties. Local streets feed into the collector system which in turn feeds into the secondary or major street system.

The local street system is divided into classifications which relate to the type of land use on the property served. Local streets in commercial and industrial areas need wider roadways and thicker pavement. Different standards for sidewalks and parkways are also necessary. Local streets in industrial areas should be developed to standards having a relation to the size of vehicles accommodated.

Special Vehicular Ways

- **Alleys.** Alleys are intended to provide access to the side or rear of properties. In



Figure II-9

RECOMMENDED GENERAL PLAN CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS

LEGEND:

- = FREEWAY
- = DIVIDED ARTERIAL ROADWAY
- = ARTERIAL ROADWAY
- = MAJOR ROADWAY
- = SECONDARY ROADWAY
- = ENHANCED COLLECTOR
- = COLLECTOR
- = INDUSTRIAL COLLECTOR
- = RAILROAD
- = SPHERE OF INFLUENCE
- = GRADE SEPARATION
- = INTERCHANGE

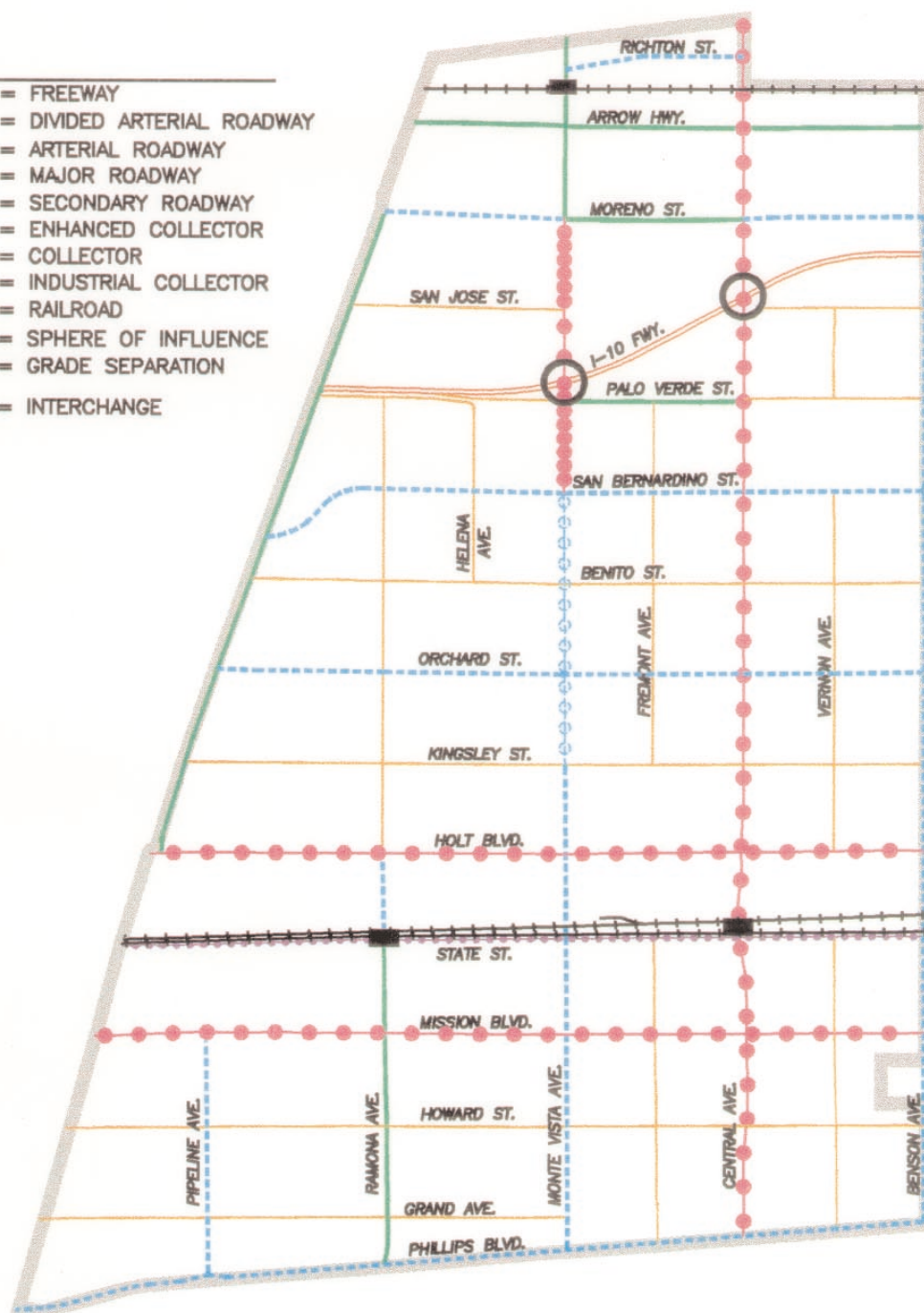
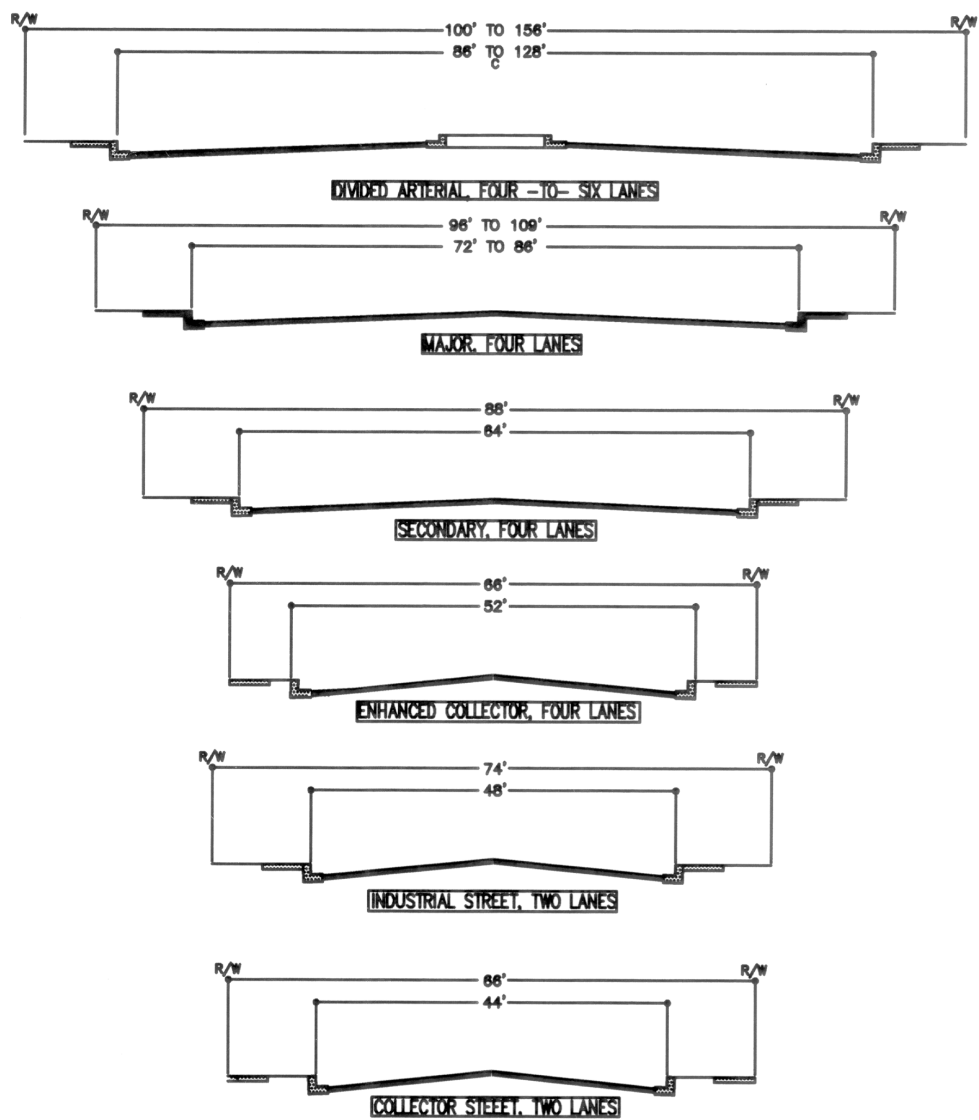




Figure II-10
CITY OF MONCLAIR
TYPICAL ROADWAY CROSS-SECTIONS





addition, the alley may provide locations for utility lines, both above and below the surface, and access for sanitation vehicles, fire trucks, or police vehicles. They should be properly paved and lighted. Alleys have been provided mainly in multiple-family dwelling unit residential areas in the City of Montclair.

The General Plan encourages initiation of a program of landscaping and maintenance to improve the utility and aesthetic quality of the existing alleys. The intent is that they can become a functional and aesthetically pleasing element rather than a wasteland, with the ugliness and monotony of which are broken only by the presence of large, unsightly trash containers.

- **Bridges.** The presence of the San Antonio Wash in the planning area necessitates a number of bridges for east-west arterials. The existing bridges, in many cases, do not conform to the standards, either existing or proposed, of the corresponding streets of which they are a part. The General Plan proposes that all bridges be improved so that they are capable of handling the designed traffic loads anticipated for each of the streets affected.

- **Offset Intersections.** In several places within the community, especially along Phillips Boulevard and Benson Avenue, streets and highways have been developed with offset intersections. The full implications of this situation may not be felt until further development takes place in the southern portions of the planning area, creating increased traffic loads on the affected streets. The General Plan recommends that this situation be remedied prior to the time that substantial development takes place.

- **Truck Routes.** The City has adopted a Truck Route Ordinance, designating certain streets for the use of delivery vehicles. The ordinance divides these

routes into three classifications: unrestricted streets, intermediate truck routes, and restricted streets.

The following streets are noted as "Unrestricted Streets:"

- Arrow Highway from the westerly city limits to Benson Avenue
- San Bernardino Freeway from Mills Avenue to Benson Avenue
- Palo Verde Street from Monte Vista Avenue to Central Avenue
- Holt Boulevard from Mills Avenue to Benson Avenue
- Fifth Street from the western county line to Benson Avenue
- Mills Avenue from Holt Boulevard to the City Limits north of Moreno
- Street, Monte Vista Avenue from Palo Verde Street to Arrow Highway
- Central Avenue from the northern city limits to the southern city limits

San Bernardino Street from Mills Avenue to Benson Avenue, and Monte Vista Avenue from Palo Verde Street to San Bernardino Street are listed as "Intermediate Truck Routes" for any vehicle that exceeds a maximum gross weight of sixteen thousand pounds.

Recommended Improvements

The circulation system features, required to support the traffic demands of build-out of the City of Montclair General Plan, are identified on Figure II-9 (General Plan Circulation Element Roadways), subject to review in the forthcoming CMP TIA. This exhibit presents recommended circulation system classifications which includes new divided arterial and enhanced.

In order to assure the safe vehicular crossing of railroad tracks, the following grade separations across the Union Pacific, in addition to the existing one at Central Avenue, are recommended:



Figure II-11
CITY OF MONTCLAIR
DESIGNATED TRUCK ROUTES

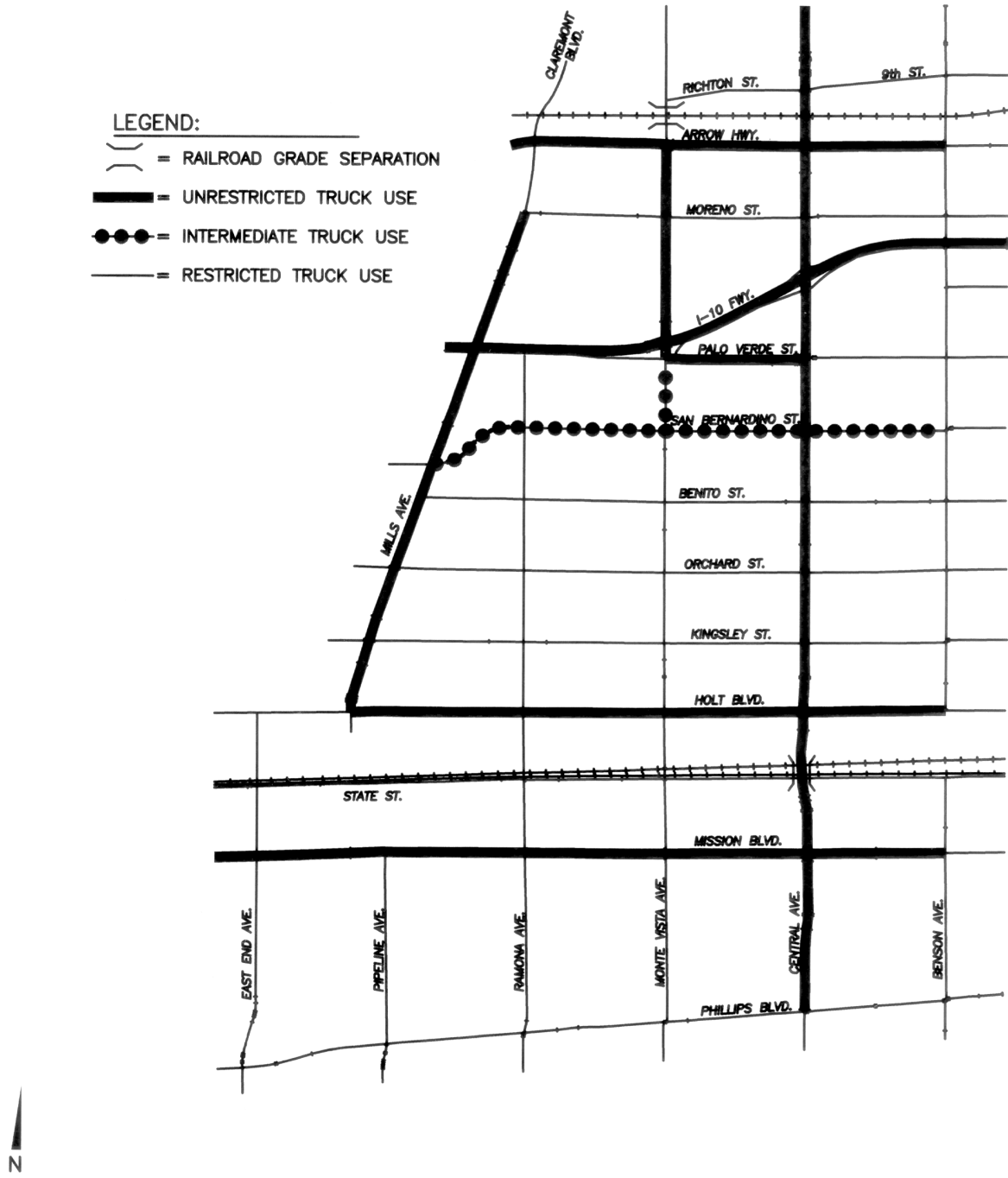
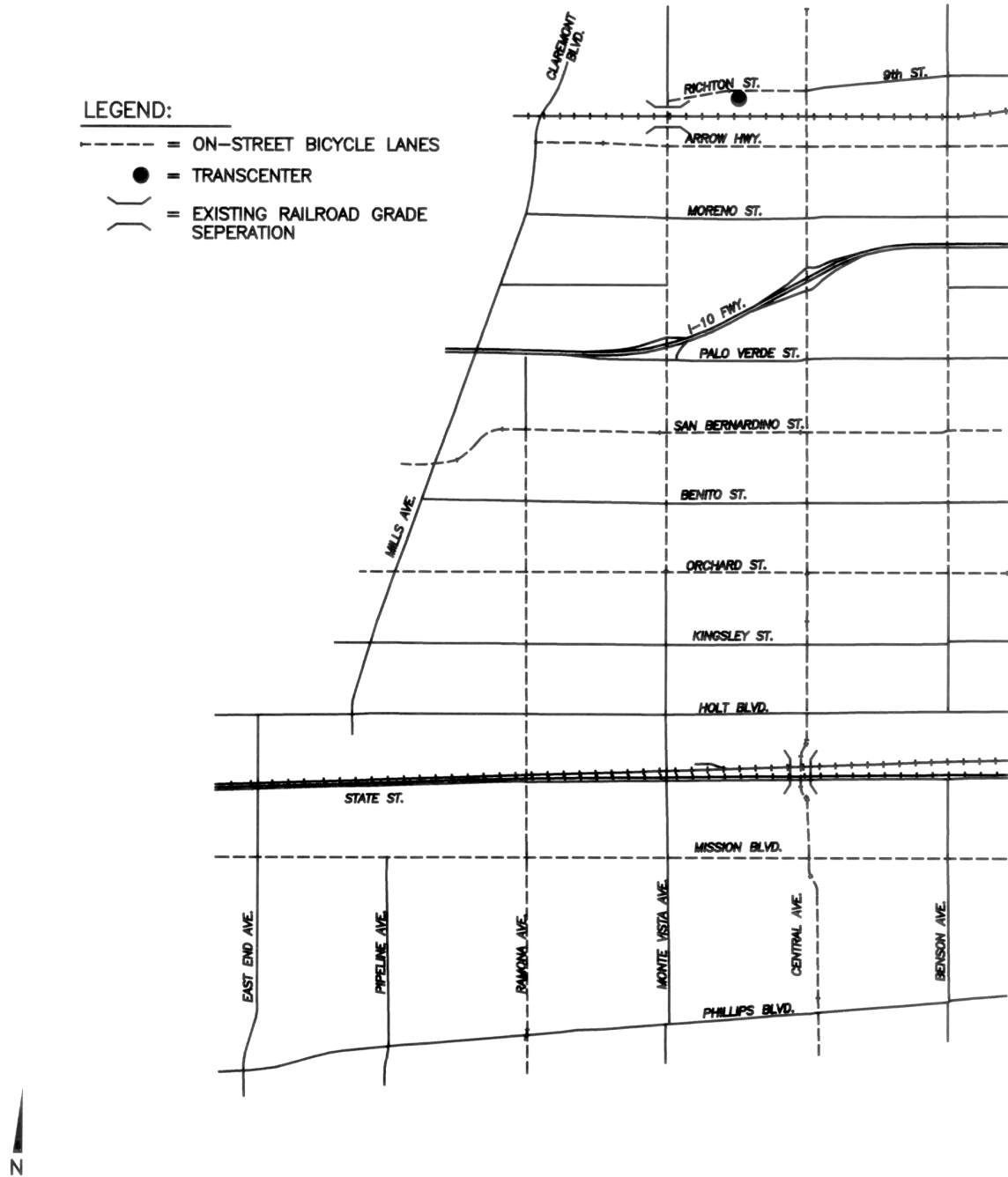




Figure II-12
RECOMMENDED CITY OF MONTCLAIR
GENERAL PLAN CIRCULATION ELEMENT BIKEWAY PLAN



- Ramona Avenue;
- Monte Vista Avenue; and
- Benson Avenue.

In the northern part of the planning area, grade separations are recommended across the SCRA tracks at Central Avenue.

Adequate intersection performance during peak traffic hours can be ensured with intersection geometrics, which satisfy turning movement and through traffic capacity demands. In many instances, this may require dual left turn lanes and right turn deceleration lanes on intersection approaches of the major roadway. By ensuring that sufficient right-of-way is reserved at the critical intersections within the roadway system, it will be possible to implement the approach lane geometrics necessary to provide the required level of service (LOS).

As development within the City occurs, the improvement of the area-wide roadway system must occur concurrently in order to provide an adequate LOS. To insure that funds from developers and/or area-wide fee programs are appropriately targeted to ongoing circulation needs, it is recommended that a development monitoring process be implemented citywide.

The development monitoring process should require that proposed development submit traffic impact study reports to the City to identify project "Opening Year" traffic impacts, service levels and mitigation measures required to maintain adequate roadway system performance. Traffic impact study reports should accompany plot plan and tentative tract map submittals to the City.

Implementing Policies

The City has adopted the following general goal, objective, and policies to guide transportation decisions in the future:

Circulation Goal

CE-1.0.0. To provide residents and visitors of the City of Montclair a circulation network which provides for safe and efficient travel within and through the community

Circulation Objective

CE-1.1.0. To promote a circulation and transportation system, including freeways, all classes of streets, accommodations for public mass transportation and pedestrian walkways, and bicycle routes that will serve traffic needs efficiently and safely, and be attractive in appearance.

Circulation Policies

The implementing policies outlined below have been formulated to direct the actions of the City toward achieving the above circulation goal and objective.

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.

CE-1.1.4. Discourage the parking of commercial/industrial vehicles and recreational vehicles on residential streets.

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.

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-1.1.13. Examine existing truck routings and establish alternate routes for truck travel as a result of problem vehicular conflict.

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.

The City will continue to identify changes in traffic volumes and patterns, and make periodic adjustments in planning and program implementation by utilizing roadway improvement and maintenance management strategies. This will be accomplished by regularly monitoring traffic on major roadways and by conducting ongoing inventories of current traffic and circulation patterns. The City will continue to coordinate with state and regional agencies that have jurisdiction over State Highways in the community. Through the implementation of the Circulation Element and involvement with regional, State and federal regulators, the City will progressively alleviate current and avoid future system inadequacies.

HOUSING ELEMENT

Introduction

The purpose of the Housing Element is to inventory the existing condition of the City's housing stock, assess its future housing needs, and identify where and how the City needs to improve its programs to provide adequate housing opportunities to all segments of the community. The Housing Element is also a policy and implementation tool that guides the City towards compliance with state housing goals and requirements. The Housing Element also identifies sites for emergency shelters and transitional housing, if the housing assessment warrants such a need in the community. The Housing Element is one of several required elements of the General Plan that also includes the Land Use, Circulation, Noise, Safety, Open Space, and Conservation Elements. Since the elements are interrelated and often overlap functionally, it is important that they be consistent toward implementing the goals and objectives of the community.

The City last adopted its Housing Element Update in 1990. That previous revision was undertaken to comply with state guidelines, contained under Article 10.6 of the State Government Code Sections 65580-65589.5. This current comprehensive update reflects a re-analysis of local needs, constraints, adequate sites for housing, and implementation programs. This Housing Element has been prepared with the recognition of the goals and objectives of the State housing law to cooperate with regional Council of Governments and other local governments in order to address regional housing needs. It should be pointed out that the Regional Housing Needs Assessment (RHNA) has not been updated since 1988 for communities within the Southern California Association of Governments (SCAG) region to adequately assess their fair share of supply of affordable units as compared to their population and future

projections. This element has been prepared with the assumption that the 1998 RHNA is extended to after the date of adoption of this General Plan.

State Review of the Housing Element

The Housing Element is the only General Plan element that is subject to review by a state agency. The State Department of Housing and Community Development (HCD) is authorized to review and comment on a City's housing element and can make recommendations to bring it into compliance with state law. There is no final authority by HCD to approve or deny a city's housing element; however, a determination of "not in compliance" of the document because it is deemed incomplete could jeopardize the city's ability to obtain future state housing funds.

Citizen Participation

Section 65583(c) of the California Government Code states that local jurisdictions must make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element. To achieve this end, the City Council appointed a General Plan Citizens Advisory Committee (GPCAC) to participate in the developing of the General Plan, which includes extensive review of housing issues and policies during several workshops conducted in late 1997 and throughout 1999. Notices of public hearings at the Planning Commission and City Council meetings were advertised in the local paper (Inland Valley Daily Bulletin) for general circulation, utilizing three column ads. Furthermore, similar notices were posted in the City Hall, local public library and community centers to inform as many residents and interested parties in the community as possible.

Purpose and Intent

Housing is of concern to a great number of people. This concern, though shared by



many, is not always for the same reasons. A Housing Element must deal with these real life concerns, but within the framework provided by State law. A primary purpose of this Housing Element is to examine community concerns and to incorporate a realistic course of action to deal with them in a manner that is tailored to the responsibilities, powers, and resources of the City of Montclair. In addition, this Element attempts to fulfill the following purposes:

- To provide an opportunity for the community and its decision-makers to decide upon and establish a unified, coordinated, and realistic short- and long-range course of action to deal with community housing concerns.
- To provide a compilation of goals, policies, and attainment strategies in line with the desires of the community insofar as they are related to housing, including the City Council, Planning Commission, Community Action Committee, Housing Improvement Task Force, Neighborhood Partnership of Montclair, City staff, and additional groups and organizations within Montclair.
- To provide, current and future residents of Montclair, a means for the continued enhancement of the quality of life, health, and safety.
- To reinforce current goals and policies as they are reflected in other elements of the General Plan through overall Plan consistency.
- To foster community pride and stability by encouraging and maintaining those housing opportunities which provide the most attainable and desirable lifestyles for residents to the community.

The essential function of the Housing Element, once it is officially adopted, is to be used as a basis for the day-to-day decisions

and activities of the City. For example, it can be used as a framework for the evaluation of specific development projects as they are submitted to the City. The Housing Element is a means of conveying city policies to the private sector and to the City staff, who would otherwise be working without direction. In addition, the Housing Element can be used as a plan for action by the city in terms of initiating programs and committing funds to specific activities, such as implementing the Housing Strategy Plan for the City and Redevelopment Agency for use of the low- and moderate-income housing funds.

Organization of the Housing Element

As previously touched upon, the state law pertaining to Housing Elements requires two basic components:

- An assessment of housing needs and an inventory of resources and constraints relative to the meeting of these needs.
- A housing program consisting of two parts: (1) a comprehensive problem-solving strategy establishing local housing goals, policies and priorities aimed at alleviating unmet needs and remedying the housing problem; and (2) a course of action which includes a specific description of the actions the locality is undertaking and intends to undertake to effectuate these goals, policies, and priorities.

This Housing Element attempts to delineate the City's housing problems and set forth a program of action in accordance with state requirements and City objectives.

The existing condition report of this General Plan serves as the principal database and analysis document for this and all other elements within the Plan. The determination of "issues" or "characteristics" in this element is based upon that initial analysis.

It should be noted that the housing goals and objectives, which respond to the "issues,"

are fairly general in nature. A more specific implementation program can be found within the Redevelopment Agency's "Housing Strategy" which, among other development plans, is designed to implement the policies of the General Plan.

Relationship of the Housing Element to Other General Plan Elements

State law requires that General Plans be consistent throughout and that provided policies be integrated so as not to cause conflict between one element and another. This, of course, can sometimes be difficult because community desires change and are necessarily divergent, depending on the subject at hand and the time period in which it is evaluated.

It is important to review all elements of the General Plan when amendments are contemplated in another element. This element is consistent with the remainder of the adopted General Plan. Elements of the General Plan which may have particular bearing on this Housing Element are as follows, with a brief statement of shared relationships. It should be noted that not all of the listed elements are required by State law, and in fact, some of the optional ones have been included within Montclair's adopted General Plan.

Land Use. Important determinant of available residential land within the planning area and the relationship housing will have to other land uses.

Circulation. Delineation of the road system and the transportation network which may be available to provide access to housing.

Conservation/Air Quality and Open Space. Determination of areas which may be unsuitable for housing in order to adequately consider the existing environment and/or future residents as well as ensuring an adequate supply of public open space for parks, recreation, and land

use buffers, and the achieving of clean air standards for all residents in cooperation with other communities in the region.

Safety. Identification of both natural and man-made hazards as well as other safety factors which may affect housing location and provide construction standards which may be needed to mitigate potential earthquakes, flooding, fires, toxic waste, crime, and other hazards.

Noise. Compilation of noise exposure information to be used as guidelines for achieving noise-compatible land uses.

Public Facilities and Utilities. Review of municipal capital improvements and provision of public utilities, such as flood control, electricity, gas, water, sewer, telephone, cable television, and the provision of public facilities such as parks and recreation, library, community centers, medical clinics and the like to ensure that they are operated at a level adequate to meet existing and future residential needs.

Community Design. Sets minimum standards of aesthetics, layout, and community theme. Effect on housing is to ensure long-term quality environments. Care must be taken to balance quality and affordability.

Intergovernmental and Interagency Cooperation

Cooperation between various government and local city departments is vital to achieving the established goals, policies, and programs of a Housing Element. The city needs to encourage a coordinated effort by working with staff people from federal, county, and state agencies, regional bodies, and adjacent jurisdictions. Coordination is also important between individual city departments. It is important that any differences in philosophy or practice be resolved as smoothly as possible so that efforts can be channeled toward common



goals; in this case, the provision of adequate housing for all persons. When conflicts do arise, it is advisable to consider compromises which may have the effect of satisfying opposing viewpoints. These compromises, however, should never run directly contrary to established or expressed community policies, no matter how persuasive opposing viewpoints may be.

The San Bernardino County Planning Department now recommends that prospective developers utilize City development standards and acquire City approval prior to obtaining County approval. These cooperative efforts have the effect of fostering reasonable development, including housing, within the unincorporated Sphere of Influence. For example, joint planning allows potential extension of and use of the Montclair sanitary sewer system in this area. Lack of sanitary sewers is perhaps the greatest hindrance to new housing within the unincorporated area, which is also the area with the greatest potential for housing growth.

HOUSING NEEDS ASSESSMENT

Population Characteristics

The housing stock in the Montclair study area is one of the single most important commodities to the viability of the community. Housing data by itself is not useful unless it can be assessed in relation to the community population characteristics that the housing stock supports. The provision of adequate quality housing in correct proportion to other land uses as well as the attainment of state housing goals will ultimately enhance the quality of the City's living environment.

Based upon demographic data from the 1990 decennial federal census and the annual population estimates from the California State Department of Finance (DOF), the City is able to gauge its historical and more recent population trends, changes

in the number of housing units, and changes in age distribution, average family size, average household incomes and perform other projections:

- The population of the study area in 1998 was estimated at 38,412 individuals, which includes 30,134 persons residing within the incorporated City limits. This number represents a 5.9 percent increase since 1990, a relatively slow but steady growth compared to other communities within the west end of San Bernardino County. The population within the unincorporated County area was estimated at 8,278 individuals in 1998.
- The built-out population of the study area is projected to reach 39,697 in the year 2015, an increase of 3.3 percent over the 1998 figure.
- The growth in population is partially attributed to the increase in average household size, which is a significant jump from 3.06 persons per household in 1988 to 3.39 persons per household in 1998.
- The median resident age has steadily increased from 26.1 in 1980 to 28.7 years of age in 1990.
- The study area, using 1990 statistics, reflects a general shift in ethnic composition also experienced by other abutting communities such as Pomona, Chino, and Ontario where the non-Hispanic white population has declined significantly from 69.2 percent in 1980 to 45.7 percent in 1990. The increase among residents who are of Hispanic origin almost doubled, from 20.1 in 1980 to 37.5 percent in 1990. Showing significant increase in percentile were persons of Asian and Pacific Islander category, which went from 2.6 to 6.6 percent over the same 10-year period.
- The 1990 census figures suggest that 68 percent of the population over 25 years of

age in the City have attained at least a high school education while just over 10 percent have a four-year college or post-graduate degree.

- In 1989, residents of Montclair had an average household income of \$33,084, which was very close to the median household income of \$33,443 for the County of San Bernardino. It is also estimated that 17.7 percent of the City's population live below the poverty level.
- The civilian unemployment rates in 1998 for males in the labor force was 6.26 percent, whereas the rate for females was 4.33 percent.
- In 1990, the City had 7.8 percent of its total population at age 65 or older, compared to 8.8 percent in the San Bernardino County.

HOUSING CHARACTERISTICS

Housing Types

The 1990 federal Census indicated a total of 8,915 housing units within the City and 2,120 units within the unincorporated Sphere of Influence for a total of 11,035 housing units within the study area. This total is approximately 2.034 percent of the total 542,332 housing units located throughout the County.

As indicated in Table II-2 (Housing Unit Counts in the Montclair Planning Area) the current total housing unit counts in the entire study area is 11,331. Of the total housing stock, 7,139 units or (63 percent) are single-family dwellings; 3,059 units or (27 percent) are multifamily units, including duplexes and apartments, with the remaining 1,133 units or (10 percent) being mobile homes and others. The housing counts for the unincorporated County area remains steady since 1990 as there was relatively little new residential construction reported by the County. Field analysis, however, indicates that 75 percent of all unincorporated area housing is single-family, with only small pockets of multiple-family housing or mobile homes. One of the smaller mobile home parks within the County area was annexed into the City in 1995, thus reducing the total housing unit counts in the unincorporated County area.

Notes: 1. Senior Citizen housing units are included in multi-family counts.

2. One mobile home park was annexed into the City in 1995 (37 units)

The distribution of housing types throughout the City is shown on Figure II-5 (Distribution of Housing Types), of the "Existing Setting Report." As is evident, housing types tend to be concentrated, with very little mixing.

TABLE II-2

CITY OF MONTCLAIR 1990-1998 HOUSING UNIT COUNTS

HOUSING TYPES	INCORPORATED CITY		SPHERE OF INFLUENCE		TOTAL PLANNING AREA	
	1990	1998	1990	1998 (est.)	1990	1998 (est.)
Single-family	5,709	5,894	1,216	1,245	6,925	7,139
Multi-family	2,517	2,586	460	473	2,977	3,059
Mobile Homes & Trailers	647	684	444	407	1,091	1,091
Others	42	42			42	42
TOTAL UNITS	8,915	9,206	2,120	2,125	11,035	11,331

Sources: 1990 United States Census; State Dept. of Finance Annual Population and Housing Estimates



Generally, multi-family dwelling concentrations are found between Kingsley Street and Holt Boulevard, as well as north of the San Bernardino, west of Monte Vista Avenue. Mobile homes are typically located in large "parks" which tend to form a concentration individually due to their very size. These mobile home parks often abut commercial or industrial land uses as compared to other housing types, which generally do not. Single-family housing is the dominant land use in the City, primarily located between the San Bernardino Freeway and Kingsley Street, north of the freeway and west of the San Antonio Flood Channel, and south of Mission Boulevard.

Housing distribution within the community is generally consistent with the City's General plan land use and zoning designations.

Growth

The total housing count within the study area is estimated at 11,331 units as of 1998, compared to the 1984 counts of 10,046 units, indicating an increase of 12.8 percent during that period. This represents an annual average increase of approximately one percent over the last decade.

The growth has taken place in an in-fill manner throughout the City and in newly annexed areas to the south of the City. Residential growth within the unincorporated area has been severely limited due to the lack of sewer system.

As stated earlier in the report, the majority of the housing growth within the City and overall study area occurred during the 1950's and 1960's when nearly 78 percent of the total housing stock was constructed. Housing growth, to a lesser degree, was also evidenced in the latter part of 1970's and early 1980's as a number of single-family attached dwellings were built.

Housing Costs

The cost of housing, in relation to household income, is ultimately the greatest factor affecting the state of housing in a community or region. No matter how great the housing supply is, it would only be insufficient and inadequate if the cost exceeds the amount households can realistically afford to pay.

The 1990 census indicated that housing was the primary reason why existing households had moved to Montclair. A majority of the census respondents indicated either "housing availability" or "financial investment into a house" as their reason for living in Montclair. This close relationship with housing in the past decades was no doubt due to the relatively low home prices and easy freeway access.

Housing costs have gone through a rather significant up and down swing largely due to the combination of economic conditions over the last ten years. The housing market in Montclair was in the upswing as demand for existing homes exceeded the supply in the late 1980s and early 1990s. The real estate market was hit particularly hard due to the recession, as many lost their jobs and purchasing power had greatly been reduced. Home prices began to drop, and sales activity was relatively flat. The condition has improved since late 1996. Even with increased demand and prices, however, the Montclair housing market remains affordable to most households.

Housing costs must be broken down into two basic categories, those for owner-occupied dwellings and those for rental units. Table II-5 (1990 Owner and Renter Payments) in the "Existing Setting Report" indicates 1990 owner and renter values and payments. The figures indicate a median house value of \$135,200 and a median contract rent of \$613; more than double the 1980 figures.

Compared to surrounding communities, Montclair's median home prices fall into



"affordable" range (typically defined as 2.5 to 3.0 times a household's annual income) for most of the city's moderate income households. These housing prices become even more "affordable" for households moving to Montclair from other more populated areas of Southern California such as Los Angeles and Orange Counties where both incomes and housing costs are higher.

The figures presented in this report indicate that much of the existing Montclair housing stock is "affordable" to nearly 70 percent of the current population. This assumption, however, may be somewhat misleading since other factors, besides cost, affect a household's ability to find housing, either for home ownership or as renters. These factors include interest rates on mortgages, availability of the housing or vacancy rate and ability to qualify for lender's credit requirements, etc.

The provision of new housing units appears to depend very closely with the ability of the City to annex vacant residential or under-utilized land in the Sphere of Influence area, as much of the residential land in the city has already been developed. As labor and material costs continue to rise, the cost of housing will only increase. Rental housing will likely remain affordable, although it is not likely to drop as maintenance costs will remain high as the structures are becoming older.

Through the many innovative programs and persistent efforts by the City's Housing Improvement Task Force (HIT Force) and the Neighborhood Partnership of Montclair (NPM), the physical transformation that has occurred in certain targeted neighborhoods or individual property is remarkable. For example, the area now known as Helena Gardens on the 4700 block of Canoga Street, east of Helena Avenue was at one time infected with physical decay, abandoned apartments, dead lawns, drug and gang activities and a multitude of other social ills. Through the concerted efforts of the HIT Force and good cooperation from

landlords, the transformation of this neighborhood has been very dramatic, both physically and socially. The residents now live in relative peace and tranquility where they can truly enjoy their own neighborhood. The overall property values within the block have increased considerably over the past many years. The Helena Gardens' "Foundation Area" model has since been duplicated in a number of other Montclair apartment neighborhoods.

The City's Code Enforcement Division maintains a regular account of the community housing stock to determine where to focus housing improvement efforts. A study of the number of violations observed and notices issued by the Division during a 12-month period in 1996-1997 indicates 56 cases of housing condition violations. Some were attributed to "physical" housing deficiencies and some were considered "maintenance" violations.

Typical "physical" housing deficiencies include broken windows, doors, and walls, leaking roofs, substandard plumbing, heating, and electrical systems, missing rails or safety features, and other architectural related problems.

Typical "maintenance" problems include lack of paint, graffiti, lack of landscape maintenance, accumulation of weeds or debris, and other neglect of property.

In order to combat the deterioration and lack of maintenance, a number of programs are employed. The City's Code Enforcement Program continues to be the monitoring and enforcement vehicle to identify and seek remedies for such deficiencies; often by taking a proactive role. The NPM, a non-profit community-based organization created with federal and local funding in 1990, has assisted low-to-moderate income households in Montclair through free paints, roof repair, and assortments of low interest loans or subsidies to qualified homeowners and senior citizen.

HOUSING CONSTRAINTS

There are numerous constraints which must be overcome in the production and distribution of housing. These constraints fall into numerous categories, some of which may be adjusted, some which logically should not be adjusted, and others which the local housing developers have not any power to change. Regardless of the category, all constraints have the potential of contributing to the ultimate cost of housing.

Market Constraints

Within the market area, there is a demand for a wide range of housing types and price categories. Which demands will be satisfied usually depends on the developer's interpretation of demand, the costs of land, construction, financing and the developer's margin of profit. All of these factors contribute to the feasibility of a project being constructed.

Land Costs

In the west end of San Bernardino County, improved land costs contribute nearly one-quarter of the total cost of a new single-family home. The principal factor is availability of land which is suitable for residential construction. Since land is such a fixed commodity, the recent trend to increasing land costs is not likely to reverse itself.

Market cost of land in Montclair is actually relatively low in comparison to other Southern California areas. Residential land prices typically depend on density and location. However, a per unit cost of \$30,000 to \$45,000 is expected.

Another factor affecting housing cost is the costs associated with land holding, as developers are required to pay interest and taxes prior to, during and after construction, until the units are sold. It is common to see that the acquisition and development loan

costs run 2-4 percent above the prevailing home mortgage rate.

Land improvements for properties within the study area are generally less than those of the surrounding cities. This is primarily due to the lack of difficult terrain, relatively few environmental constraints, and the presence of relatively good soil conditions which removes the need for extensive grading and soil compaction work.

Financing Costs

Financing has become an increasingly more important component of the housing market dynamics. Fortunately, interest rate fluctuation has not been great, and has remained relatively low during the past ten years. Fixed-mortgage rates, ranging between 6.5 to 9.25 percent per annual, have made homeownership relatively more affordable to the average buyers. New and existing home sales in Montclair have been steady over the last ten years due to favorable financing.

It should be noted that there is very little the City can do to affect financing rates since they are generally determined by national policies and economic conditions. The City can, in some instances, help to lower the lending rate on a specific housing project by its own involvement in the lending program or by targeting a certain segment of the homebuyers, such as first-time homebuyers.

Housing Costs

Recent statistics indicate that new home price in the San Bernardino County has risen from a median price of \$149,000 in the second quarter of 1997 to \$173,000 for the same period in 1998. Existing home prices rose 8.8 percent from \$91,000 in the second quarter of 1997 to \$99,000 in the second quarter in 1998 (Inland Empire Quarterly Economic Report, October 1998 issue). The trend in Montclair is very similar to that of the County.



The City, unfortunately, is not able to control the rising home prices. What the city has done, however, is the creation of a small lot overlay zone, which was established to better provide home purchase opportunities for first time buyers. The homes are built on smaller lots, yet still maintain a standard single-family housing tract appearance. By using this development option, the developer is able to cut costs which are then passed on to the homebuyer.

Construction Costs

Actual construction costs for a single-family home currently total approximately 42 percent of the total cost of a new home. This includes the cost of materials and labor. Average construction costs at present for wood frame construction are from \$61-83 per square foot for a single-family home and \$58-75 per square foot for multiple-family unit construction. The range variation accounts for the difference in quality and amenities. These estimates, published by the construction industry, represents an increase of over 42 percent in construction costs over the last 10 years.

The "hard" costs of construction, labor, and material costs have continued to increase over the years. The increase, however, has generally been the least of all housing cost components. Other cost increases, such as land and financing, dwarf these "hard" cost increases by comparison.

An often suggested solution to high construction costs is a lessening of construction standards and quality in the building of new homes. Cities are frequently criticized for their demand for "extras" in development. The result of lowered standards, however, can be seen in selected tracts and multiple-family projects throughout the study area. Generally those residential developments where quality was skimped on eventually pay for the cost side-stepping in the form of advance building and neighborhood deterioration. Low standards

may have the result of providing lower cost housing, but eventually this results in a blighting influence on the community.

Much of the HIT Force's and NPM's activities focus on correcting these previously permitted reduced standards. Today the City maintains quality development standards, and encourages housing through reasonable land use planning and flexibility in housing types.

Governmental Constraints

The existing policies, plans, permit requirements, fees, and processes of the local community often serve as very real constraints to the production of housing.

Land Use Control

The City's policies and standards for land use control are primarily dictated by the adopted General Plan elements and implemented through the Zoning Ordinance. All of the General Plan elements have an effect on housing production to a certain extent, although the Land Use Element sets the framework by allocating the amount and distribution of various land uses throughout the study area.

Approximately 40 percent of the total study area is planned for low-density residential use. This is the predominant city land use and is evident by the large number of existing detached single-family dwellings. Multiple-family residential land uses form a buffer between the lower density residential and commercial uses.

The more critical factor whereby land use policies effect housing is in terms of designating a sufficient amount of vacant land for residential development. The current amount of vacant acres available for residential development within the study area is estimated at 100 acres.

Currently, the City does not have any growth control measures in place within the



residential sector. Unlike the period around 1978-1981, where sewer capacity within the sub-region was severely limited, the city has more than sufficient sewer capacity at the present time to accommodate the ultimate residential growth potential. Sewer improvement and main trunk lines have been extended to most areas within the planning area. Properties within the planning area, but fall under the jurisdiction of the County of San Bernardino, face the obstacle of the lack of sewer hook-up from the County unless the property is annexed into the City or developed under an agreement with the City. The developer will be required to develop the housing project in accordance with current City development standards and agree to be annexed to the City when such annexation becomes feasible.

Generally, the City's approach to providing adequate land resources for affordable housing has been to increase the amount of land available for moderate housing densities (7-14 DU/AC), rather than to limit the community to a few sites with very high-densities. Montclair has had a number of poor experiences with very high density housing and presently finds these housing areas to an overwhelming drain on city resources (police, fire, code enforcement, etc.) besides being very poor environments for housing. While the lack of very high-density sites may serve as a constraint to the development of this housing type, the City finds that to do otherwise would be environmentally and economically taxing on the community's resources. Very high densities are generally better suited to areas having a large employment base, transportation service and other resources to accommodate a dense population.

One method the City has experienced success with in resolving land use constraints is the specific plan. Specific Plans have been used in the community since the early 1970s to provide the best combination of land uses and methods of

development in areas which have special planning needs. The General Plan update proposes the creation of a "Planned Development" land use designation which allows for maximum flexibility in integrating housing development with other land uses. For example, mixed uses involving commercial or office can co-exist with certain types of residential uses in transportation corridor or employment center.

The use of manufactured housing on conventional residential lots is another option where affordable housing can be achieved. Market demand, however, has apparently not been strong enough in the area to support the construction of manufactured housing in this manner. The city has yet to receive a single application for such development. Factors such as a surplus of low cost existing mobile homes, proximity of several "own your own lot" mobile home parks in the vicinity, and the relative affordability of conventional housing in this area no doubt contribute to this apparent lack of demand.

Development Controls

The principal method of development control for the study area is the zoning ordinance. The residential standards found within the Zoning Ordinance are generally quite typical as compared with other local communities. For the most part, the zoning regulations do not significantly constrain the production of housing.

Multi-family development, primarily apartments, constructed in the City prior to the more recent ordinance, however, has historically presented the greatest concentration of over-crowding, crime, and neglect throughout the City. The ordinance is an attempt to ensure that this relatively affordable form of housing can continue to be constructed yet still provide an acceptable living environment for the existing and prospective residents of the community. It is believed the ordinance is

ultimately more likely to provide decent housing for the community than the previous situation where much less development control took place.

Current development is carefully monitored to ensure that affordable housing resources are not removed or impacted. Careful consideration as to the future of the city's mobile home parks is such an example. In order to further protect the mobile home residents from escalating rents, the city established a Mobile Home Rent Control Ordinance in 1985. This ordinance limits rent increases to 80 percent of the annual percentage of cost of living. There are currently 614 mobile home units in the city which are affected by this ordinance.

Provision of Infrastructure

Residential developers are required to provide all necessary infrastructure improvements. These improvements, commonly referred to as "off-sites," include streets, sidewalks, curb and gutter, lighting, storm drains, sewer lines and connections, and street trees.

The cost of these improvements varies from one development to another due to type, design, and location. An analysis of several recently completed tracts shows per unit infrastructure costs ranging approximately \$2114 per dwelling unit in a multi-family development, and approximately \$5,548 per unit in a single-family development. Multi-family developments typically have lower infrastructure costs than single-family developments because of less street frontage and total land area per dwelling unit.

The recent extension of sewer trunk lines to many parts of the unincorporated area where the potential for residential growth is the greatest because of land availability means that the cost to develop in the South Montclair area is no longer cost prohibitive. The implementation of the city's Capital

Improvement Program successfully removes or lessens one of the major constraints to housing production in South Montclair. Furthermore, the introduction of the new policy, to allow unincorporated land to connect to the city sewer system in exchange for using the city's development standards and agreeing to be annexed to the City, also contributes to housing development in the southern part of the City. This significantly reduces the time required for development to occur as compared to a much more cumbersome annexation process.

Developers are also generally required to provide the mainline improvements for utility service (e.g. water, natural gas, electricity). The City, however, has no control over the costs of these improvements to developers. It is notable, however, that most utility companies take the same position as the City - that private development should pay for itself and not be subsidized by existing users or residents.

The City also requires that residential developments dedicate park land or pay park development fees in lieu of dedication. The ordinance requires park land at a ratio of 3.0 acres per 1,000 population, in line with State provisions. Due to the very high cost of land, most developers prefer to pay the City's in lieu fees, which are comparable to other cities in the area.

Approval Fees and Processing

All private development, including housing projects within the City are required to obtain necessary permit approvals prior to actual construction. The type of permits necessary varies with the project, depending on the planned land use, zoning, housing type, number of units, ability to meet development standards, and environmental constraints. Some of the permits are strictly city mandated, however, the majority are required by state planning and zoning laws.

Permit processing in Montclair is similar to most other cities in that it begins with a staff review and is concluded with Planning Commission and/or City Council approval. An important element in the City's processing is the early consultation and evaluation of each project by the Planning Department staff and the Development Review Committee (DRC), which a multi-departmental staff review. This preliminary review serves to identify problem areas early in the process and avoid troublesome delays. The use of concurrent application processing also aids in providing a smooth and efficient approval process. The use of the DRC and concurrent processing results in noticeably reduced processing times as well as a smoother, more trouble-free process. Following are some typical residential development approval time frames:

Individual single-family dwelling:	4 weeks
Small (less than 5 units) single-family subdivision:	6 weeks
Single-family tract:	8-10 weeks
Multiple-family development:	8-10 weeks

These time frames may vary when particular environmental or design difficulties arise, or when exceptions to city ordinance requirements are requested. Without a good preliminary review and concurrent processing, processing times may take twice as long. It should be noted that building and engineering plan checks add 4 to 8 weeks additional processing time depending on the complexity of the construction and the completeness of the construction document.

Application fees for development approval vary from one type of project to another. The City periodically adjusts its fees to reflect the processing cost incurred. Surveys indicate that Montclair's fees are generally lower than most of the surrounding communities and that these fees are always lower than the actual cost of processing.

It can be said that the City makes considerable effort to not be a constraint to a smooth development process. The City is conscious of the fact that it is the timing delays which actually constrain development, and not so much the fees themselves.

Relation to Regional Housing Needs

A key function of this Housing Element is to address the City's responsibility in providing its share of regional housing needs, as defined by the State and by SCAG. State law requires that a housing element be prepared recognizing regional housing goals and the projected future housing needs of all economic segments of the population.

In the absence of an updated Regional Housing Needs Assessment (RHNA) for Montclair and the rest of the San Bernardino County by SCAG, this Housing Element revision is being prepared using the existing 1988 RHNA figures until such time a revised figure is allocated to Montclair. SCAG is mandated to release the number by March 31, 2000. At such time, the City intends to again revise its Housing Element for formal adoption by June 30, 2000.

The current available model suggests a need for 103 very low-income units (16 percent), 142 low income units (22 percent), 138 moderate-income units (21 percent) and 274 upper income units (42 percent). Table II-3 (Comparison of Regional Housing Needs Assessment and Available Land Resources) provides a comparison between RHNA estimated housing unit need figures and the estimated number of units which could be constructed given the current available resources for Montclair. (See discussion of "Adequate Sites" for explanation and specifics of land resources). The table indicates that land resources, and thereby potential housing units, will be available to provide a total of 379 new units, compared to the 655 total suggested by the

1988 RHNA. This assumes the construction of housing units within the unincorporated sphere of influence are subsequently annexed to the city, as historically been the case. Since 1988, Montclair recorded a total of 320 new housing units of various types. The General Plan suggests another 379 units could be built by 2020 within the planning area.

A careful examination of the income level breakdowns in the RHNA indicates a probable deficiency of constructed new units in the "very-low" income classification. The City has had difficulty in meeting the 103 "very low" income units, as new housing. Montclair already has an abundance of low-income rental housing stock. The City opts to concentrate its effort in rehabilitating these units to a stage of livability through the work of the HIT Force. "Foundation Areas" have been created to reverse the trends of physical deterioration in many of the high-density apartment neighborhoods. The HIT Force has been successful in its implementation policies. Crime rates in the target areas have been greatly reduced and

physical improvements in the area are visible. These successes have resulted in providing safe and affordable housing to the "very low" and "low" income rental households.

Adequate Housing Sites

One of the most important parameters to affect the supply of housing, particularly in the long term, is the availability of adequate sites on which to build. Sites are adequate only to the extent that they provide suitable locations which can accommodate a range of housing (type, size, and price) responsive to the needs of all economic segments of the community. Furthermore, the sites chosen must not overtax the community facilities or subject residents to environmental hazards. Taking these factors into account places some definite limits on future site possibilities.

The study area is basically fixed in size, since it is surrounded by other incorporated communities with the same growing needs of Montclair. It is important to make an

TABLE II-3

**CITY OF MONTCLAIR
COMPARISON OF REGIONAL HOUSING NEED ASSESSMENT* AND
AVAILABLE LAND RESOURCES**

	REGIONAL HOUSING NEED ASSESSMENT PER SCAG'S 1998 ALLOCATION	POTENTIAL UNITS IN STUDY AREA	POTENTIAL UNITS WITHIN CITY BOUNDARIES
Very Low Income Households	103	80	80
Low Income Households	142	140	40
Moderate Income Households	130	159	32
Upper Income Households	274	--	--
TOTALS	655	379	152

*As established by SCAG Regional Housing Need Assessment (Current Available Data)

TABLE II-4

**CITY OF MONTCLAIR
AVAILABLE SITES FOR RESIDENTIAL CONSTRUCTION**

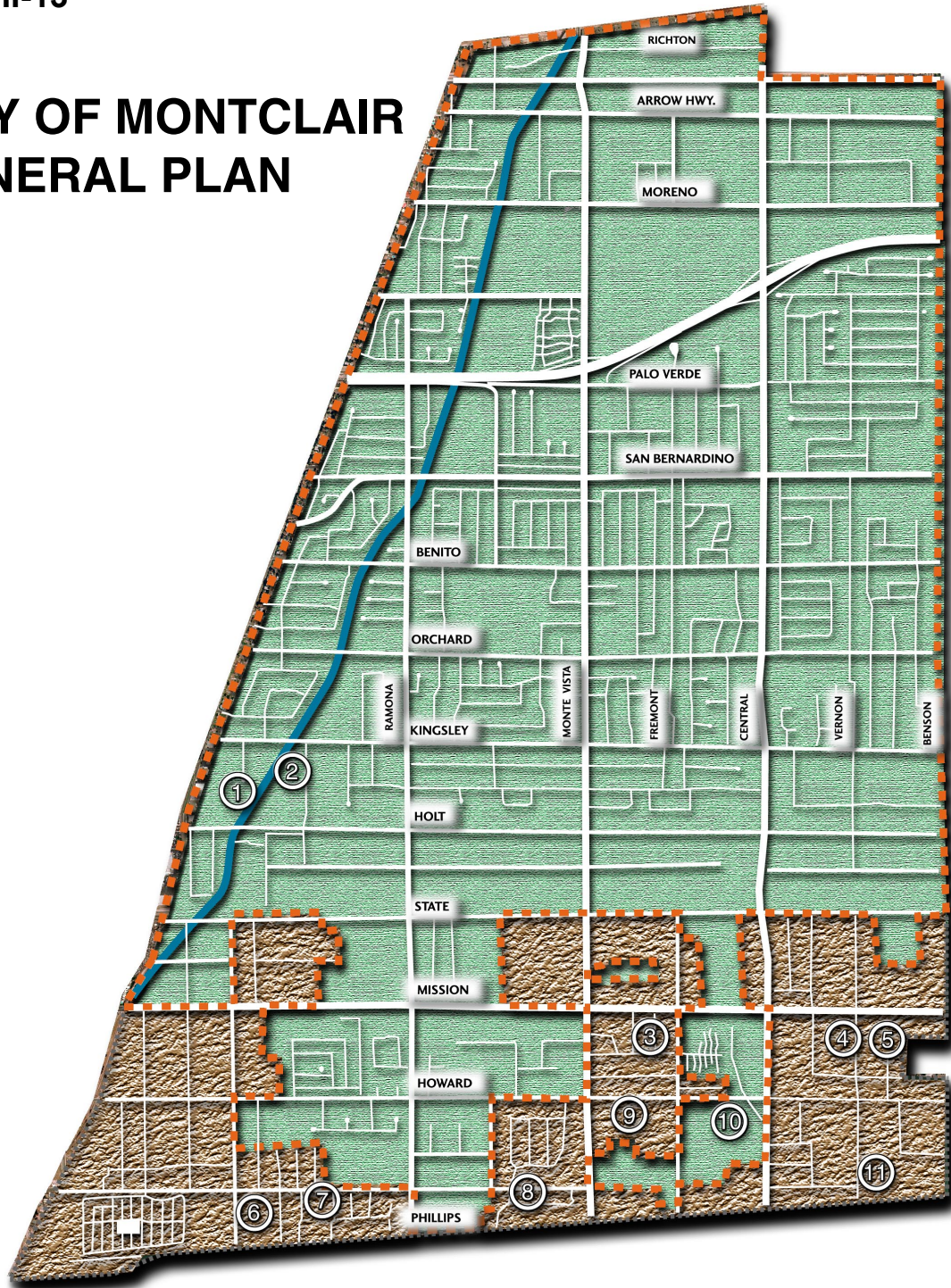
MAP REF. NO	GENERAL PLAN DESIGNATION	ZONING	MAXIMUM NUMBER OF UNITS	PROBABLE NUMBER OF UNITS	COMMENTS
1	Planned Development	PD (Holt SP)	42	12	Poor accessibility, irregular lot shape, surrounded by apartments (Part of San Antonio
2	Planned Development	PD (Holt SP)	60	45	Access from Holt in commercial district, irregular lot shape, surrounded by apartments and commercial uses (Part of San Antonio Gateway Project)
3	Low Density 3-7 DU/AC	RS20M (County)	70	44	Residential development would eliminate existing agricultural use and displace 8 SF dwellings
4	Low Density 3-7 DU/AC	RS20M (County)	55	52	Residential development would eliminate existing agricultural use and displace 7 SF dwellings
5	Low Density 3-7 DU/AC	RS20M (County)	12	12	Infilled development
6	Low Density 3-7 DU/AC	RS10M (County)	30	15	Potential subdivision
7	Low Density 3-7 DU/AC	RS10M (County)	29	8	Potential subdivision
8	Low Density 3-7 DU/AC	RS20M (County)	25	23	Infilled development
9	Low Density 3-7 DU/AC	RS20M (County)	100	68	
10	Low Density 3-7 DU/AC	R-1/A-1	140	95	
11	Very Low Density 0-2 DU/AC	RS-1 (County)	5	5	
	TOTAL		565	379	





Figure II-13

CITY OF MONTCLAIR GENERAL PLAN



**AVAILABLE SITES FOR
RESIDENTIAL CONSTRUCTION**





assessment of the existing land use in order to determine available housing sites. There are approximately 4,148 acres of land within the study area. Subtracting freeway, streets, rail lines and flood control channels and water retention basins yields approximately 3,280 acres of usable land. There are approximately 374 acres of vacant or interim agricultural land in the planning area, approximately 100 acres are designated for residential use. Much of these are located in the unincorporated area. Some were previously designated for very-low density development.

These totals represent a conscious effort by the city to designate adequate sites for a full range of residential types. Montclair continues to examine its available land resources to determine the most appropriate land uses. An inventory of possible housing sites is presented in Table II-4 (Available Sites for Residential Construction). The location of those sites is illustrated in Figure II-13 (Location of Available Sites for Residential Construction).

Housing for Groups with Special Needs

State law requires that a Housing Element identify particular housing needs of groups which have special

characteristics beyond those of the general population. Following is an identification of those special need groups in Montclair with a brief analysis of their particular housing needs.

Large Families. Approximately 28 percent of all households within the study area (2,250± families) are classified as large families, that have five or more persons. This is a relatively high percentage compared with the surrounding region. This high percentage of large families is no doubt an important factor as to why the study area household size is nearly nine percent greater than the County average (3.39 versus 3.12).

Large families comprise approximately 14.5% of all low-income households and nearly 20% of all households requiring housing assistance. The SCAG Areawide Housing Opportunity Plan identifies 170 large family households as needing housing assistance due to overcrowding or overpaying. The greatest number of large families fall within the moderate/median income category, incomes which generally qualify for average housing in the study area.

No doubt the greatest problem which faces the large families is overcrowding. This is a typical problem as couples and small



families which move to the community begin to grow in terms of family size but may be unable to find larger quarters due to availability and/or cost. One of the most obvious and common solutions to this problem is through the building of room additions onto single-family homes. This solution is frequently impossible due either to a shortage of yard area on which to expand or an inability to secure home improvement loans. The income range into which a majority of the large families fall may have a particularly different time securing home improvement funds since their savings or line of credit may be low, yet their income often exceeds the maximum for special subsidized home improvement programs.

Recognizing the needs of these large families, Montclair requires that development contain minimum unit sizes and bedroom areas sufficient to accommodate families. Large family households in the City far out distance single or two-person households. Single-family units are designed to allow adequate yard areas. These areas may later be used for additions which will enable large families to maintain less crowded residencies in Montclair. Montclair's minimum rear yard setback (15-20 feet) is quite shallow, compared to common practice, which leaves a yard area capable of allowing generous additions later as the household may choose.

Elderly Households. There are approximately 3,172 persons over 55 years of age currently residing in the study area, which accounts for approximately 14 percent of the total population. Past records indicate that this percentage is constantly growing due to a drop off in births during the 60s and 70s, coupled with a decreasing mortality rate. Approximately 18 percent of the households within the study area are headed by a retired person, which further indicates the importance of the elderly within Montclair.

Over 67 percent of all elderly households are classified as having low incomes. Of these, approximately 318, or nearly 84 percent, are currently paying more than 25 percent of their income for housing. The possibilities of these households improving their income and/or housing outlook is particularly dim since their incomes are generally fixed. As inflation rises, the elderly household problems become more and more acute.

A significant proportion of the elderly population reside in the 12 mobile home parks located in the study area. Mobile home parks usually provide reasonably affordable housing for elderly households. In order to protect the mobile home residents, many of which are elderly and on a fixed income, the City established the Mobile Home Rent Control Ordinance in 1985, which limits rent increases to 80 percent of the annual percentage of living cost. This protects elderly mobile home residents on fixed incomes. Many other elderly residents live in-group quarter facilities or in large apartment complexes designed primarily for senior citizens.

The existing elderly population, combined with the projected rapid growth of this age group, will be in need of additional housing opportunities as each year passes. This need will require a diversified mix of housing environments recognizing the diversity of elderly needs and lifestyles.

Following is a summary of senior housing projects constructed through City or Redevelopment Agency assistance requiring special approval:

Heritage Park Montclair (Calmark Development); 145 Units

Completed in 1985, this active senior housing development was approved by special zoning action that included a density level three times that of multiple family standards and a reduction of several standards. In addition, the Montclair



Redevelopment Agency had substantial financial participation in the project which had ties to all units being reserved for "low income" households.

Townsend Manor (San Bernardino County Housing Authority); 48 units

Completed in 1986, this active senior housing development was approved by special zoning action which included a density level three times that of multiple family standards and a reduction of several standards. The Montclair Redevelopment Agency assisted with development costs (fire protection requirements). All units are limited to very low-income households.

Montclair Royale (Goldrich, Kest, and Associates); 118 units

Completed in 1998, this congregate senior housing project was approved by special zoning action with substantial density increase and special standards. The project will function as a kind of senior citizen hotel. The unit rent targets low and moderate incomes, with 10 percent of the units (12) limited to very low income residents.

The City also has an additional 250-300 older "senior" housing unit scattered amongst other congregate care and convalescent facilities.

In addition, the City is quite cognizant in its review of new and recycled projects to ensure that existing senior housing is not removed. To this end, condominium conversion has been forestalled at predominant senior citizen apartment projects. Also, care is exercised not to indiscriminately remove mobile home parks with large senior populations. The city also has, since 1985, maintained a mobile home rent control ordinance. This ordinance, administered by the City, has the effect of stabilizing mobile home rents with inflation levels and reasonable profits. The result has been maintenance of affordable rents for over 530 dwelling units.

Farm Worker Households. The 1983 SCAG housing allocation model indicates there are 57 farm worker households in Montclair and that 47 of these are eligible for housing assistance. This number, however, is relatively small. No particular housing strategy for these households is provided other than the regular lower income housing programs provided. It should be noted that agriculture in the Montclair area is very seasonal (e.g. strawberries, Christmas trees) and it is diminishing rapidly as the area continues to urbanize.

Rental Households. Rental households tend to compose the majority of the city's lower income residents. These households may be easily affected by change in development patterns and in turn loss of housing or significant increase of rent. The City and Redevelopment Agency, in cooperation with NPM, make conscious efforts to encourage and facilitate home ownership for first-time buyers through lowered interest rates where it participates. Also, the city endeavors to maintain the existing rental stock by limiting the conversion of units to condominiums. The City's Housing and Code Enforcement Division often acts as a mediator between landlords and tenants in order to ensure minimum housing standards are maintained.

Minority Households. Nonwhite minorities now comprise approximately 31 percent of the total study area population. Of the approximately 2200 minority households within the study area, Hispanics constitute over 65 percent, Blacks over 22 percent, Asians and Pacific Islanders nearly 5 percent, and American Indians 1.5 percent. Other ethnic groups make up the remaining 6.5 percent.

Minority households typically are of the lower income group and, therefore, have more difficulty finding suitable housing. While the minority concentrations do coincide with the lower income concentrations of the study area, it is interesting to note that, according

to SCAG data, minorities comprise only 25 percent of all households requiring housing assistance. This figure, the same as the overall minority percentage, indicates that minorities appear to be neither worse nor better off in terms of requiring housing assistance than the overall population.

What does not show up in the housing assistance data, however, is the tendency for minority households to be concentrated in housing areas identified as having building deficiencies or in need of maintenance. The two primary areas of minority population concentrations and housing deficiencies are the same. These are the areas between Kingsley Street and Holt Boulevard, west of Monte Vista Avenue, and between the San Bernardino Freeway and San Jose Street, also west of Monte Vista Avenue. Both areas are composed primarily of multi-family rentals.

The City's primary emphasis to assist minority households is through the Section 8 program and through housing rehabilitation loan programs, as well as the upcoming NPM Program.

Handicapped Household. According to the most recent California Disability Survey, approximately 11.5 percent of the total population within the San Bernardino District have one or more disabling handicaps. While many handicapped persons are not specifically limited to a type of housing (i.e., the blind, deaf, or mentally deficient), others with ambulatory handicaps who require wheelchairs often require specially designed housing. This housing, as well as the surrounding infrastructure, must be barrier free, but affordable at the same time. Many, if not most, disabled persons find it difficult to earn an income large enough to pay for adequate housing. In many cases, handicapped households are also elderly.

Montclair is fortunate to have several housing facilities, primarily near the hospital, which have facilities specifically designed to

accommodate the handicapped person. Efforts have also been made to design public facilities with the handicapped person in mind (i.e., reserved parking, sidewalk, and building entry ramps, and redesigned restroom facilities). The federally-adopted Americans with Disability Act (ADA) now requires integrated designs for the handicapped into private development, including housing.

Homeless. The homeless population throughout the State has continued to increase over the years. In response to this problem, the State added "families and persons in need of emergency shelter" to the Special Needs Group of the Housing Element.

Various agencies in the area provide some form of assistance. The City's role with these agencies is to refer the homeless, seeking assistance from the City, to the various facilities. The City recognizes the need for additional service facilities and is seeking means to meet the need through all available resources.

Opportunities for Energy Conservation

Energy conservation is one very important method whereby housing can continue to be "affordable" in coming years. Homes which are designed to conserve energy will require less fossil fuel (electricity, gas, oil) to heat or cool. With the rapidly rising costs of these fuels, conservation efforts are expected to become more and more important.

There are numerous avenues which Montclair may take to ensure that its housing is energy efficient. Following is a brief listing of some basic residential energy conservation strategies, which should be encouraged and/or required in housing construction.

- Locate housing in reasonable close proximity to employment centers, services,

schools, parks and other facilities in order to reduce unnecessary automobile usage.

- Locate housing in areas served by public transportation and provide facilities which may better facilitate the use of that transportation.
- 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.
- Design homes which can easily accommodate passive and active solar principles and apparatus. Examples of such design include double thickness window glazing, natural flow-through ventilation, clerestory windows, and adequate, well-located southerly exposure roof area.
- Incorporate landscape around homes as a passive solar element in order to provide natural winter heating and summer cooling. The location of deciduous trees on the south side of a home is a particularly good tool for this purpose.
- 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.
- Make use of refuse separation techniques and collection points in order to recycle such items as aluminum, glass, and paper.

- Provide assistance to owners of existing housing in order to retrofit for energy conservation devices and technologies.

Any or all of the above strategies may be utilized in achieving energy conservation, in addition to any others which may accomplish conservation. Special care should be taken, however, to assure that energy conservation requirements do not significantly affect the affordability of housing. This affordability determination should analyze the initial cost of the measure, current and projected energy supplies, and cost effectiveness of the measure, and length of time before the measure's cost effectiveness will exceed the initial cost.

HOUSING PROGRAMS

Housing Improvement Task Force

In 1986, the Montclair City Council identified the need for improving the existing housing stock in the City of Montclair. To meet this goal, the HIT Force was formed. A City staff representative from each City Department and an independent planning consultant embodies membership into the HIT Force. The HIT Force has implemented cooperative agreement between 71 multi-family property owners and the City of Montclair Redevelopment Agency. These 71 property owners represent 499 multi-family housing units that have been developed or improved through the efforts of the HIT Force. The City's multifamily neighborhoods offer a source of housing to lower income families. The improvement efforts by the Task Force and the property owners have not caused gentrification of the multi-family neighborhoods. In 1991, the League of California Cities awarded the City of Montclair the Helen Putnam Award for its efforts in housing improvement. The HIT Force continues its efforts in the preservation of existing housing stock in the City of Montclair.



Foundation Areas

The City Council's direction to improve the City's housing stock required the HIT Force to identify specific areas of neighborhood degeneration. The HIT Force surveyed the City and identified study areas within Montclair, classifying the condition of each area as good, transitional, or bad. The HIT Force also recognized that for the improvement project to be a success, the identified areas needed to be divided into workable segments. These areas were called design study areas. From the HIT Force survey and identification of design study areas, the foundation area concept was formed.

The multi-family foundation area concept rests on using local government to help property owners help themselves improve properties. Implementation of a foundation area involves including a owners' association which will establish and enforce collective property maintenance standards and tenant-screening procedures through the recordation of Covenants, Conditions, and Restrictions (CC&Rs) on their properties. As an incentive to form an association, the City and Redevelopment Agency make certain physical improvements to properties that create defensible space and foster neighborhood identity. As of December 31, 1998, five Foundation Areas are functioning.

Neighborhood Partnership of Montclair

NPM is a non-profit corporation formed with assistance from the Montclair Redevelopment Agency for the purpose of improving Montclair's neighborhoods and housing stock. The NPM has a variety of programs that assist Montclair households. One assistance program qualifies single-family homeowners to obtain low-interest loans. The program is available to qualifying low- and moderate-income homeowners who are unable to obtain a loan through conventional means and cannot qualify for

one of the County's assistance programs. The NPM has also created several programs that benefit new homeowners, seniors, and other families on fixed incomes. Currently, financing for the NPM is provided through the use of the Redevelopment Agency's Low- and Moderate-Income Housing Fund.

Homebuyer Assistance Program

The Montclair Redevelopment Agency implemented a Homebuyer Assistance Program in April 1994. The program was suspended in 1998 so that the operating agreement could be reviewed and revised. It is anticipated that the Redevelopment Agency will initiate the development of a revised Homebuyer Assistance Program to assist Montclair households.

The original Homebuyer Assistance Program provided second mortgages of up to \$25,000 on favorable terms. Loan payments are deferred for five years, with a 0 percent interest rate on the principal balance. One hundred fifty-four households received assistance during the four-year term of the program. The program was financed through the Redevelopment Agency's Low- and Moderate-Income Housing Fund.

Mobile Home Park Conversion

The City has been actively reviewing the conversion of existing mobile home parks to either resident owned parks or parks that are owned by a nonprofit corporation and continue to be rental parks at lower rental rates over the long term. A detailed feasibility study was conducted of the mobile home parks in 1995. Since that time, the City has been involved in negotiations to purchase parks and is now nearing completion of the first conversion to non-profit ownership. This form of ownership removed the profit motive of a private owner and can provide significant protection of housing costs to very low and low-income persons.

Rental Assistance (County of San Bernardino)

The Housing Authority of the County of San Bernardino was created by the County of San Bernardino in 1941 to provide housing assistance to low-income families (including senior citizens and physically disabled persons) throughout the County of San Bernardino, except in the cities of Needles and Upland which created their own housing authorities.

The San Bernardino County Housing Authority operates the Section 8 Housing Assistance Program for City residents. The Section 8 Existing Housing Assistance Program provides for a rent subsidy to very low-income families utilizing existing housing units within the County. Landlords agree to accept a specific contract rent for one year. The United States Department of Housing and Urban Development (HUD) through the County Housing Authority makes up the difference between the contract rent of a rental unit and what the tenant can afford to pay (no more than 30 percent of income). Initial gross rent (contract rent plus utility allowance) cannot exceed fair-market rent.

The Section 8 Housing Assistance Program currently serves 111 Montclair households. An additional 17 participants are on a waiting list. To be eligible for the County program, a resident must have an income either equal to or lower than 50 percent of the median income for San Bernardino County (\$23,250 per year for a family of four based on 1998 income limits). The applicant must also meet the HUD requirements for Section 8 benefits.

The San Bernardino County Housing Authority began administering the Section 8 housing voucher program in March 1988. The program was closed to new applicants in December 1989. The program has been periodically opened to accept new applications.

Senior Housing

Four rental housing complexes, offering 426 units, are located in Montclair and rent to active, independent older adults. Two of the four complexes--Briarwood Manor and Montclair Royale--are defined as retirement complexes, providing meal service, all utilities, and associated services. Rents currently range from \$1,020 to \$1,410 per month at Briarwood Manor and \$1,800 to \$2,200 per month depending on the size of the apartment and amenities. Montclair Royale does not accept Section 8 vouchers or certificates. Montclair Royale has shared units and accepts SSI for monthly rent based on two individuals per unit. Briarwood Manor accepts Section 8 vouchers and Supplementary Security Income (SSI) for its 40 studio units. All of these units are currently filled.

Heritage Park is a senior citizen apartment complex with rents currently varying between \$460 for an upstairs one-bedroom to \$685 for a downstairs two-bedroom unit. This complex was built with sizable monetary assistance from the Montclair Redevelopment Agency Low- and Moderate-Income Housing Fund. As part of the assistance, the developer agreed to set aside units to accept Section 8 certificates or vouchers. Presently 29 percent of the tenants receive Section 8 assistance.

Robert O. Townsend is an apartment complex funded and operated by the San Bernardino County Housing Authority. It is the only complex in the City where all units are rented on the basis of income. Thirty-five percent of income is the basis for rent. This is also the only complex in which a waiting list is maintained. It is reported that any vacancy is normally filled within a week or two. The waiting list at the Robert O. Townsend project indicates that units for low- and very low-income persons are greatly needed because the higher rent complexes, and those without subsidy, have vacancies at most times.

San Bernardino County Department of Economic and Community Development

San Bernardino County Department of Economic and Community Development (ECD) administers two housing rehabilitation programs within the City of Montclair to qualifying property owners and a repair service program to qualifying senior citizens or permanently disabled persons. ECD is responsible for coordinating all County housing programs.

The Repair Service Program is available to senior citizens and disabled homeowners. Community Development Block Grant (CDBG) funds are used to make a grant in the form of materials and labor which is provided to eligible homeowners. The primary emphasis of the program is to correct hazardous code violations. If sufficient funds remain after the initial code improvements, however, aesthetic improvements, such as painting may be undertaken. The maximum grant amount, including materials and labor, is currently set at \$1,500.

Homeless Assistance

The City of Montclair is working with the San Bernardino County Homeless Coalition's West End Local Homeless Coalition to develop a program that meets the needs of the homeless in Montclair. The Coalition was formed to address the homeless issue. The Montclair City Council, staff, and community representatives actively participate in the West End Homeless Coalition. The 1990 Census data identified 45 homeless persons living in the City.

Montclair participated in countywide fact-finding and policy-making committees regarding homelessness. Participation resulted in a directory of services available in San Bernardino County through local public and private agencies. The Directory includes agencies that provide shelter and/or services in San Bernardino County. Services include emergency shelter, food,

clothes, rental assistance, utility assistance, counseling, referrals, medical assistance, social work, and job training.

Rent Stabilization Ordinance

The City has maintained mobile home rent stabilization since December 1985. The ordinance regulates the maximum rents that can be charged by limiting the amount of annual increases to 80 percent of the Consumer Price Index (CPI) increase for each year. Recent amendments also regulate the amount that can be charged to new residents who purchase existing coaches to an increase that ranges from three to eight percent of the existing space rent. This ordinance serves to protect very low and low-income persons from unregulated rates that can price individuals out of mobile home housing.

Residential Purchase and Rehabilitation Program

The Redevelopment Agency Board of Directors adopted the Residential Purchase and Rehabilitation Program Policy on October 19, 1998. The Policy sets standards for the acquisition and rehabilitation of single-family and multi-family properties. The acquisition and rehabilitation of multifamily units will allow the Redevelopment Agency to comply with Health and Safety Code Section 33413(b) requirements.

Redevelopment Agency staff will monitor the single-family and multi-family housing markets for potential acquisitions. It is anticipated that single-family homes acquired will be sold after rehabilitation, except for homes in a specific target area. The Redevelopment Agency and MHC may maintain ownership of multi-family properties for the purpose of renting to very low, low-and moderate- income households. The HIT Force will also be instrumental in actively seeking single-family homes to acquire, rehabilitate, and in most cases, resell pursuant to the adopted Policy.



Montclair Housing Corporation

The Montclair Housing Corporation was organized in 1994 as a California non-profit, public benefit corporation for the purpose of increasing, improving, and preserving affordable housing in the City. The Housing Corporation operates and maintains Redevelopment Agency-owned multifamily and single-family units. The Housing Corporation is remanded to provide apartment units at affordable rent to income-qualifying households. Creation of the Housing Corporation allows the Agency to access private capital to arrange financing and offers property ownership opportunities. The Housing Corporation can acquire, own, manage, and dispose of properties more efficiently than the Redevelopment Agency.

MHC/Agency Multi-family Housing Acquisition

In 1988 the Redevelopment Agency purchased 28 apartment units on Canoga Street in order to implement the Helena Gardens Owners Association Foundation Area 1 project. Since the acquisition, the Agency has completely renovated the units. The apartment units were acquired and rehabilitated with moneys from the Low- and Moderate-Income Housing Fund. The Redevelopment Agency, therefore, is obligated to ensure long-term affordability of these units through deed restrictions. Placing deed restrictions on the units allowed the Redevelopment Agency to implement Health and Safety Code Section 33413(b) requirements in Redevelopment Project Area No. V. All 28 units are deed restricted to very low, low- and moderate-income households.

In 1998 and 1999, the Redevelopment Agency purchased two 4-unit apartment buildings on Amherst Avenue and two 4-unit buildings on Pradera Avenue for rehabilitation and subsequent rental. These acquisitions were in conformance with the Residential Purchase and Rehabilitation

Policy, which was adopted by the Redevelopment Agency Board on October 19, 1998. The acquisition of these multi-family units will assist the Redevelopment Agency in achieving Section 33413(b) compliance, as these units will be deed restricted to very low, low,- and moderate-income households.

Code Enforcement

The City operates a pro-active and complaint-response oriented Code Enforcement Program with efforts linked to property improvement. This division consists of a supervisor and two officers who inspect properties in the multi-family, single-family, and commercial/industrial zones on a weekly basis. Code Enforcement is a division of the Fire Department.

A representative of Code Enforcement holds a membership position in the Housing Improvement Task Force. Code Enforcement has targeted multi-family properties in the City. Officers work closely with property owners to educate them about tenant problems and property maintenance.

The Montclair Five-Star Program and the formation of the foundation area concept have encouraged multi-family property owners to work cooperatively with the Code Enforcement Program. The Five-Star Program provides Code Enforcement with a system of monitoring the interiors and exteriors and apartment buildings on a yearly basis. Inspections are done jointly with the Code Enforcement Officer the property owner and/or the respective tenant.

Single-Family Housing Development

In June 1995, the Redevelopment Agency purchased two parcels totaling 6.38 acres at 4377 Holt Boulevard with the intent to redevelop the site. The Redevelopment Agency-owned site, in addition to adjacent vacant land, will be redeveloped as a single-family housing development. The 102 unit

small-lot subdivision will assist in the elimination of blight and provide affordable housing for low- and moderate-income households.

Homebuyers within the development will be eligible to apply for a Mortgage Assistance Program to be adopted by the Redevelopment Agency. The amount of assistance will be limited to \$5,000 per unit and sufficient funds will be made for purchase of up to 20 homes. Certain units may be income-restricted.

Implementation Policies

Housing Goals

HE-1.0.0. The attainment of decent housing within a satisfying living environment for households of all socioeconomic, racial and ethnic groups within the Montclair study area.

HE-2.0.0. The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the Montclair study area.

HE-3.0.0. The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

Housing Objectives

HE-1.1.0. To assure accessibility to housing for all present and future residents of Montclair.

HE-1.2.0. To ensure an adequate provision of housing for all segments of the community.

HE-1.3.0. To assure the provision of adequate sites for housing.

HE-1.4.0. To preserve existing housing and neighborhoods wherever feasible.

HE-1.5.0. To preserve and ensure the provision of affordability as related to housing.

Housing Implementing Policies

Improvement-Maintenance

HE-1.1.1. The improvement of housing conditions and the residential environment is recognized as the City of Montclair's highest priority.

Implementation: Continue and fund City and Redevelopment Agency housing programs, including Code Enforcement, the HIT Force, and housing assistance programs which presently exist, as well as other programs which may be determined in the future by the City Council and Redevelopment Agency Board.

Responsible Department/Agency: All City departments

Target date: Ongoing program

HE-1.1.2. Encourage citizens to participate in housing maintenance programs designed to arrest deterioration in its early stages, thereby maintaining and increasing property values as well as improving living conditions by publicizing available assistance and enforcing housing codes.

Implementation: The HIT Force specifically deals with improving living conditions. The NPM, a community-based non-profit organization, will assist Montclair homeowners in maintaining and increasing residential property values and the proactive Code Enforcement Division under the Fire Marshal enforces housing and appearance codes on a daily basis.

Responsible Department/Agency: Fire Department, Redevelopment Agency, and Housing Improvement Task Force



Target Date: Ongoing program

HE-1.1.3. Encourage continued maintenance of the existing stock through local information and assistance programs.

Implementation: (1) The city maintains an active Code Enforcement Division; and (2) The City has established areas in need of improvement through the HIT Force, assisting apartment and homeowners, including financial assistance where applicable, through the NPM and other means.

Responsible Department/Agency: Fire Department, Community Development Department, and Redevelopment Agency

Target Date: Ongoing program

HE-1.1.4. Encourage the rehabilitation of older mobile home and trailer parks, (e.g. those along Holt Boulevard) through the use of HCD, RDA funds or other funding programs.

Implementation: Promote the existing San Bernardino County Rehabilitation Program designed to rehabilitate low-income households in mobile home parks.

Responsible Department/Agency: Community Development Department, San Bernardino County Housing and Community Development Department.

Target Date: Ongoing program

HE-1.1.5. Maintain high quality residential standards in order to adequately provide an acceptable standard of living for all households now and in the future.

Implementation: Maintain existing residential development standards and periodically evaluate to ensure that an acceptable standard of living is being maintained.

Responsible Department/Agency: Community Development Department, Planning Division.

Target Date: Ongoing program

HE-1.1.6. Take action to promote the removal and replacement of substandard housing units which cannot be rehabilitated.

Implementation: Ongoing; except this has not generally been necessary with the City, instead the city has made efforts to rehabilitate its existing housing.

Responsible Department/Agency: Redevelopment Agency, Fire Department

Target Date: Ongoing program

HE-1.1.7. Foster pride and maintenance concerns within the community as to the quality of housing, which is owned or occupied.

Implementation: All of the City's initiated housing improvement programs, such as the HIT Force, the NPM, and the "Appearance" ordinances are all intended to foster pride within the community as well as provide an affordable and suitable living environment for all Montclair residents.

Responsible Department Agency: Community Development, Redevelopment Agency, and HIT Force.

Target Date: On going policy

HE-1.1.8. Maintain city involvement in the operation of programs which may improve the quality of the community's housing.

Implementation: The City of Montclair and the NPM are the major participants and initiators of all the housing improvement programs currently underway in the city.

Responsible Department/Agency: Community Development, Redevelopment Agency, NPM, and HIT Force

Target Date: Ongoing program

HE-1.1.9: Promote and preserve existing, acceptable quality housing, including that which meets the needs of low and moderate income households, senior citizens, the handicapped, families with children, first time home buyers, and other special need groups.

Implementation: Ongoing City policy

Responsible Department/Agency: Community Development, Redevelopment Agency, and HIT Force.

Target Date: Ongoing program

HE-1.1.10. Encourage the rehabilitating of substandard and deteriorating housing.

Implementation: Important tools in rehabilitating substandard housing are again the HIT Force, the NPM, and the City adopted "Appearance" ordinances.

Responsible Department/Agency: Fire Department, Community Development Redevelopment Agency, and HIT Force

Target Date: Ongoing program

HE-1.1.11. Preserve housing and neighborhoods which may have historical, architectural, or cultural significance within the community.

Implementation: Ongoing City policy

Responsible Department/Agency: Community Development and Montclair Foundation for History and Arts

Target Date: Ongoing program

Fair Housing

HE-1.1.12. Promote fair housing practices throughout the city.

Implementation: Provide information and education regarding fair housing practices and refer any complaints of unfair housing

practices to appropriate local, State, and federal agencies.

Responsible Department/Agency: Community Development Department, Redevelopment Agency

Target Date: Ongoing program

HE-1.1.13. Assist in mediating conflicts related to the accessibility of housing within the City.

Implementation: Maintain City participation and assistance with the Inland Mediation Board.

Responsible Department/Agency: Community Development Department

Target Date: Ongoing program

Variety of Housing

HE-1.1.14. Encourage the design and construction of a variety of housing types, including estates, single-family, clusters, patio, and town houses, mobile homes and senior citizen housing projects, and housing for large families.

Implementation: The City zoning ordinance provides for a large range of residential development. The R-1-20,000 zone requires homes be built on 20,000 sq. ft. minimum lots, R-1-11,000 zone requires 11,000 sq. ft. lots and the R-1 (SL) allows single-family homes to be built on lots of 4,500 square feet subject to requirements of the small lot ordinance. Clusters, patio, town houses, and senior citizen housing have and may also been built in various parts of the community.

Responsible Department/Agency: Planning Division and Development Review Committee



Target Date: Ongoing program

HE-1.1.15. As quality mobile homes and manufactured housing units will become increasingly important to meet general housing needs, Montclair shall recognize these types of housing and plan for them in permanent environments.

Implementation: The City permits the placement of mobile homes and manufactured housing units in any R-1 zone subject to Precise Plan of Design approval and will consider creation of resident-owned mobile home subdivisions, or non-profit ownership of mobile home parks.

Responsible Department/Agency: Planning Division, Montclair Redevelopment Agency, and Development Review Committee

Target Date: Ongoing Program

HE-1.1.16. Promote the development of elderly housing for low/moderate income categories. Each potential product should be studied as a unique project and reviewed through the Conditional Use Permit process.

Implementation: Maintain existing senior housing as feasible and approve additional as warranted.

Responsible Department/Agency: Community Development Department

Target Date: Ongoing program

HE-1.1.17. Avoid impacting areas of predominant deteriorated housing or low-income concentrations and encourage moderate-income housing in-fill.

Implementation: Continue to encourage development of moderately priced housing in Housing Improvement Task Force areas, similar to that of redevelopment assistance utilized in the development of small-lot single-family development in the area south of Bandera Street.

Responsible Department/Agency: Community Development and Redevelopment Agency

Target Date: Ongoing program

Ownership

HE-1.1.18: Encourage private ownership and permanent residency where multi-family housing is appropriate; provide high quality units to serve the housing needs.

Implementation: The small lot overlay zone is the primary implementing tool. It is intended to promote ownership, thus permanent residency, by establishing single-family residences on smaller lots thereby making it more obtainable for homebuyers. Resident-owned mobile home park should also be considered.

Responsible Department/Agency: Planning Division and Development Review Committee, HIT Force, Redevelopment Agency, Montclair Housing Corporation

Target Date: Ongoing program

Assistance/Affordability

HE-1.1.19. Pursue available assistance programs from private entities, state and federal governments.

Implementation: The NPM makes a variety of affordable loans available to Montclair residents for home improvement.

Responsible Department/Agency: Redevelopment Agency

Target Date: On going program

HE-1.1.20. Utilize local public financing tools to provide below market rate mortgage financing for new owner-occupied residential units.

Implementation: Continue, as warranted, to provide Redevelopment Agency funds and City leveraging towards financing for new housing units



Responsible Department/Agency: Redevelopment Agency

Target Date: Ongoing program

HE-1.1.21. Utilize local financing authorities and programs to provide below market rate rehabilitation loans.

Implementation: The NPM's Housing Improvement Loan Program is also actively participating in multi-family rehabilitation through shared improvement costs with apartment owners.

Responsible Department/Agency: Redevelopment Agency, NPM

Target Date: Ongoing program

HE-1.1.22. Attempt to achieve a condition in which there is adequate housing at reasonable costs for all households.

Implementation: Periodically review adequate site data for sufficiency and rezone properties as warranted to provide for adequate housing.

Responsible Department/Agency: Community Development Department - Planning Division.

Target Date: Ongoing program

HE-1.1.23. Provide the management and personnel resources necessary to carry out identified housing programs and responsibilities.

Implementation: Key staff members from various City departments are involved in numerous housing rehabilitation programs such as the HIT Force, the NPM, Montclair Housing Corporation and the Development Review Committee.

Responsible Department/Agency: All City departments through the HIT Force

Target Date: Ongoing program

HE-1.1.24. Support and provide incentives

for the provision of affordable housing within privately developed and/or City assisted housing projects in order to provide a wide range of affordable housing opportunities throughout the community.

Implementation: Consider, as warranted, standards or financial participation in private residential development to achieve affordability (i.e., Heritage Park Montclair). Such standards shall be by long-term agreement in order to guarantee long-term affordability.

Responsible Department/Agency: Planning Division, Redevelopment Agency, Montclair Housing Corporation

Target Date: Ongoing.

HE-1.1.25. Continue Redevelopment Agency activities which provide a full range of housing opportunities and services that do not remove or limit existing affordable housing resources.

Implementation: Continue HIT Force activities to address existing housing and neighborhood deficiencies. Continue to utilize Redevelopment Agency assistance, funding, and influence to encourage construction of new infill housing. Maintain agency participation and expand, where warranted, in low and moderate-income housing (i.e., Helena Gardens apartments, Heritage Park Montclair).

Responsible Department/Agency: Community Development, Redevelopment Agency, and HIT Force

Target Date: Ongoing program

HE-1.1.26. Continue with the formation of a private non-profit housing corporation through City or Redevelopment Agency to increase housing opportunities and to improve housing conditions in identified areas of deterioration and neglect.

Implementation: Provide start-up funding and other assistance to the Montclair Housing Corporation, with the goal of revitalizing local neighborhoods.

Responsible Department/Agency: Montclair Housing Corporation and Redevelopment Agency

Target Date: Ongoing program

Planning

HE-1.1.27. Develop housing in a manner which will allow the maximum use of alternative energy sources (e.g., solar, wind, cogeneration).

Implementation: Project approvals and construction plan review shall include energy conservation consideration and full implementation of state energy requirements (Title 24).

Responsible Department/Agency: Community Development Department

Target Date: Ongoing program

HE-1.1.28. Effectively plan and extend needed infrastructure improvements which improve the adequacy of residential sites.

Implementation: Prioritize the City's capital improvement plan to accommodate future quality housing growth. Extend services (i.e. sewer trunk lines) in area of anticipated growth.

Responsible Department/Agency: Community Development and Public Works Departments

Target Date: Twice annually.

HE-1.1.29. Plan for residential land uses which accommodated anticipated growth from new employment opportunities and transit center.

Implementation: Periodically evaluate adequate residential site inventory in order to keep abreast of available residential sites.

Responsible Department/Agency: Planning Division

Target Date: Ongoing program

HE-1.1.30. Attempt to minimize environmental hazards such as noise, traffic, and air pollution, which may adversely affect existing or future residential environments.

Implementation: Environmental studies are conducted on all proposed developments within the City in order to identify any potential hazards which may affect residential environments.

Responsible Department/Agency: Planning Division

Target Date: Ongoing program

HE-1.1.31. Avoid the construction of new homes in areas where environmental hazards cannot be effectively mitigated.

Implementation: Ongoing City policy.

Responsible Department/Agency: Planning Division, Environmental Determination

Target Date: Ongoing program

HE-1.1.32. Provide acceptable levels of community services and facilities in order to adequately serve existing and future resident needs.

Implementation: Ongoing policy.

Responsible Department/Agency: All City Departments

Target Date: Ongoing program

HE-1.1.33. Periodically review and adjust as necessary available land resources,



densities, and development standards to ensure adequate sites for the entire range of identified need.

Implementation: Ongoing City policy.

Responsible Department/Agency:
Planning Division

Target Date: Ongoing program

HE-1.1.34. Support the annexation of unincorporated areas at the request of property owner majorities to facilitate residential and service-oriented development. Actively pursue annexation of infill industrial, commercial, and along major arterial corridors.

Implementation: Initiate annexation processes at LAFCO level, extend services as needed, and work with San Bernardino County to achieve compatible residential development.

Responsible Department/Agency: Planning Division, Redevelopment Agency

Target Date: Ongoing program

HE-1.1.35. Continue to expand agreements, community plans, and project referral systems with the County to ensure a unified land use policy, particularly with regard to housing development and program implementation.

Implementation: Encourage and assist County of San Bernardino to complete and implement "Planning Area" (Land Use Compatibility LC) standards in order to achieve City compatible development, including residential development

Responsible Department/Agency:
Planning Division

Target Date: Ongoing program

HE-1.1.36. Resolve site inadequacies where feasible which may otherwise preclude or discourage residential development.

Implementation: Consider special development standards which may encourage residential development on hard-to-develop sites.

Responsible Department/Agency: Planning Division and Development Review Committee

Target Date: Ongoing program

PUBLIC FACILITIES AND UTILITIES ELEMENT

Introduction

The Public Facilities and Utilities Element is prepared with the intent of determining both current and future levels of service as well as to describe policies for meeting the current and future needs of the community. With the urbanization process substantially complete in the city, the General Plan faces the challenge of maintaining a high level of services in light of limited or diminishing resources.

Public Facilities and Utilities Issues and Trends

- *With the urbanization process substantially complete, the General Plan faces the challenge of maintaining a high level of services in light of limited or diminishing resources.*
- *Ensure that the residents of the City shall be provided with adequate services including utilities, street capacities, open spaces for recreation and other public facilities.*
- *Continue to develop remedial programs to reduce nuisance flooding.*
- *Coordinate land use studies with the local school districts to determine the most appropriate location and distribution of school facilities to serve the educational needs of all Montclair.*
- *Coordinate the use of school and park recreational facilities through cooperation.*
- *Continue to promote the under grounding of all overhead utility lines that serve or pass through the City.*
- *Emerging utility and communication technologies should be provided for, but maintaining consistency and quality with, the good of the City paramount*

Physical Infrastructures

The City has been fortunate in that the topography and natural environment of the city do not present a constant threat of natural disasters such as flooding, land slides, or tornadoes. Certainly, the probability and frequency of the occurrence of some forms of natural or man-made disasters, such as earthquakes, fire, hazardous material spills is difficult to predict. The community as a whole, has braced itself for such emergencies as they occur. Most of the infrastructures within the city limits are already in place with the exceptions of certain storm drain system in the construction or planning stages in various parts of the City.

Public facilities and utility services in Montclair and the sphere of influence area are either under the direct responsibility and authority of the City, directly or through contract arrangements, or under the contract of special districts or the private sector.

The facilities and services under direct responsibility and authority of the City include:

- Fire protection (both incorporate and unincorporated areas);
- Police (City limits only);
- Sanitary sewer facilities (City and Inland Empire Utilities Agency);
- Parks and recreation;
- Street maintenance; and
- Local storm drain.

The facilities and services currently provided by special districts or by the private sector include:

- Water (Monte Vista Water District);
- Flood Control;
- Sheriff (unincorporated County area only);
- Library (San Bernardino County Library System);
- Water conservation (Chino Basin Water Conservation District;
- Animal control (Pomona Valley Humane Society);





- Vector control (San Bernardino County Vector Control District);
- Solid waste (Burtec Industries);
- Paramedic emergency services (contracted to private companies);
- Telephone;
- Natural gas;
- Electricity; and
- Cable television.

Public Facilities and Utilities Implementation Policies

Public Facilities Goal

FU-1.0.0. To coordinate, through the General Plan, the development of public facilities within the city including Civic Center, library, recreation facilities, and schools.

Public Facilities Objectives

PF-1.1.0. To locate facilities where they will provide the maximum service with the greatest efficiency.

PF-1.2.0. To utilize public funds with care to assure the maximum public service for the tax dollars.

PF- 1.3.0. To welcome cooperation from the private sector in all community enterprises.

PF- 1.4.0. To emphasize quality in all development by providing for a stable, steady population growth. To ensure that the residents of the City shall be provided with adequate services including utilities, street capacities, open spaces for recreation and other public facilities.

PF- 1.5.0. To continue to develop remedial programs to reduce nuisance flooding and ponding on local streets during periods of normal precipitation. These programs should include a priority rating system for an expedient resolution of the most severe problems.

PF- 1.6.0. Coordinate land use studies with the local school districts to determine the most appropriate location and distribution of school facilities to serve the educational programs for all residents of Montclair.

PF- 1.7.0. Ensure that the Civic Center area will be maintained to provide space and facilities for the efficient administration of the city government and thus remain the major focal point of community activities without further encroachment into the Alma Hofman Park.

PF- 1.8.0. Promote adequate library facilities located in accordance with library standards and equipped with books, reference materials and educational devices and other services to serve all of the residents of Montclair.

Public Facilities Implementing Policies

PF- 1.1.1. Protect elementary and secondary school plant investments by preserving the character and quality of residential and non-residential development.

PF- 1.1.2. Coordinate the use of school and park recreational facilities through cooperation of the mutual benefit of service, safety, convenience and economy.

PF- 1.1.3. Endorse safety of children by requiring sidewalks adjoining and leading to school sites.

PF- 1.1.4. Endorse the widest utilization of all school facilities by all residents.

PF- 1.1.5. Continue a program of land acquisition and development for parks and open space in areas which are not presently served or where the need for additional facilities is indicated by population growth or higher density.

PF- 1.1.6. Continue to secure the dedication of park and/or open space land in

subdivisions or obtain in-lieu fees in order to permit the City to acquire and develop park facilities where a need can be demonstrated.

PF- 1.1.7. Promote the continual upgrading of the fire and policy programs by acquisition of modern equipment and training of employees to increase their efficiency.

PL- 1.1.8. Establish and maintain the optimum fire insurance rating for the community, consistent with a balance between the needs and expenses to the community.

Public Utilities Goal

PU- 1.0.0. To provide adequate public facilities to the community that are safe, efficient, attractive, reliable and always available.

Public Utilities Objective

PU- 1.1.0. To coordinate the location, size and type of public services including water, electricity, telephone, sewers and gas with the land use element they are to serve.

Public Utilities Implementing Policies

PU- 1.1.1. Review the public utility plans for the city and ensure that they are coordinated with the City's plans.

PU- 1.1.2. Continue to promote the underground of all overhead utility lines that serve or pass through the city.

PU- 1.1.3. Promote the beautification of all public utility buildings, structures, and fixtures through cooperation with the various public utility agencies. Beautification can be accomplished by painting, landscaping and using similar materials for walls and structures which are in accord with the community design policies.

PU- 1.1.4. Strive to attain high quality service for the residents of the City.

PU- 1.1.5. Strive for continual unification of postal districts within the City and the incorporated limits of the City south of State Street.



COMMUNITY DESIGN ELEMENT

Introduction

The General Plan document identified the importance of a community-wide design program and its value toward improving the visual quality of the local environment. This commitment was reflected in the following policy statement:

To coordinate the physical elements of the City into an attractive and functional relationship in order to establish a community which preserves, protects, and enhances the City's setting and identity.

Community Design Issues and Trends

- Architectural review has paid long term dividends of creating a more cohesive and functional City.
- Good design and aesthetics are important to the City's image and community pride.
- Specific Plans serve the City well as guides to community design.
- Encourage the highest quality design in architecture, landscape architecture, sign graphics, and in the design of street furniture and fixtures.
- On-premise signs should be the minimum necessary for identification.
- Off-premise signs should not be permitted to intrude or impact.
- Existing specimens and stands of trees should be protected.
- Every effort should be made to retain older, mature trees.
- Historical and archaeological points of interest are valuable and should be preserved.

Montclair has continually maintained an architectural review of new developments by the Planning Commission since 1964. That diligence has paid long-term dividends of creating a more cohesive and functional City.

The Land Use Element designated large areas along Holt Boulevard, Mission Boulevard, and areas surrounding the Montclair Plaza as Special Study Zones. This designation came about because there was no clear direction for any one type of land use and there was a need to consider the impact of new development on the areas surrounding them.

Specific plans (as authorized under the California Government Code) are, as the name implies, specific and create more detailed plans of districts that address opportunities and constraints of that particular area. Specific plans are regulatory by nature and serve as a zoning law for the properties involved. In most instances, design guidelines are incorporated into the plans and fulfill the purpose of creating a more comprehensively planned development pattern even though individual developments may occur over an extended number of years.

The "North Montclair Specific Plan," the "Holt Boulevard Specific Plan," and the "Mission Boulevard Specific Plan" are all examples of this type of plan and will serve the City well as land use plans and guides to community design.

Implementation Policies

Community Design Goals

CD- 1.0.0. To coordinate, through the General Plan, the physical elements of the City into an attractive as well as a functional relationship in order to establish, preserve and enhance the City's setting and identity.

CD- 2.0.0. To develop a comprehensive framework plan and program for the protection and enhancement of the scenic environment adjacent to selected state highways, county roads and travel routes of unique or local importance within the City of Montclair.

Community Design Objectives

CD-1.1.0. To develop parkway improvement programs to enhance scenic qualities.

CD-1.2.0. To encourage the design of road and street improvements that protect or enhance the scenic values along the city's roadsides.

CD-1.3.0. To continue to develop and reexamine policies and programs regulating public and private improvement as they relate to enhancing the community aesthetic image.

CD-1.4.0. To promote the maintenance of compatible land uses and mitigate existing land use conflicts through redevelopment and/or incorporating the design principles and concepts contained in this element.

CD-1.5.0. To promote community identity and community aesthetics as a means for creating a positive living and working environment as well as to maintain high economic stability.

CD-1.6.0. To encourage the development of parcels along Central Avenue and Holt and Mission Boulevards where development has previously been hindered due to parcel size and configuration, access and multiple ownership.

Community Design Implementing Policies

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- 1.1.2. Prepare and adopt a comprehensive landscape design program for the streets, parks, and open spaces in the community. This program shall include

standards and locations for types of trees, street and park furniture, sign graphics, paving, lighting and other community design elements.

CD- 1.1.3. Devise development standards that will fully integrate the regional shopping center with commercial development on Central Avenue and the Civic Center. This coordination will obtain the maximum benefit from both private and public investments.

CD.1.1.4. Encourage the state to install the highest quality of planting along the freeway to ensure the compatibility of the freeway with the total environment of the community, except where the noise level has an adverse impact where sound walls should be installed.

CD.1.1.5. Establish a complete program for developing and landscaping the median island from city limit to city limit on all major circulation arteries.

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 for buildings and landscaping in order to encourage quality development.

CD.1.1.8. Require and promote public utility agencies to beautify their facilities by under grounding power lines and the painting and landscaping of substations and corporation yards.

CD.1.1.9. Existing or indispensable conflicting land uses should be effectively screened from view from the roadway. Effective screening can be accomplished by proper use of plantings, grading or attractive fencing.

Signs and Outdoor Advertising

CD- 1.1.10. The size, height, number and type of on-premises signs allowed should be the minimum necessary for identification. The design, materials, color, texture, and location should relate to and be in harmony with the surrounding environment. Sign regulations should be based on the premise that the purpose of signing is for identification and not as a means of advertising.

CD- 1.1.11. Off-premises outdoor advertising should not be permitted to intrude or impact upon residential, commercial, or light industrial areas.

Utility Lines

CD- 1.1.12. New or relocated utility lines should be placed underground whenever feasible.

CD- 1.1.13. Alignment of new transmission and distribution lines should be situated such that the lines do not harm scenic resources nor the visual environment

Grading and Erosion

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.

Trees and Plant Materials

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.

Development Design

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.

Property Maintenance

CD- 1.1.18. Structure on private or public properties should be maintained in good condition and proper attention should be given to a neat appearance and replacement of dead or dying plant material. The grounds should be kept free of trash or other objectionable uses or effectively and attractively screened from view.

Historic Preservation

CD- 1.1.19. All efforts should be made to identify, protect and enhance all historical and archaeological points of interest.

CD- 1.1.20. Establish a historical resource library and museum where important City and community archives and memorabilia can be preserved for future generations.



CHAPTER 3

NOISE ELEMENT

Introduction

Awareness of noise has become a key feature in the perception of the quality of our environment. Noise affects the home environment, work environment and enjoyment of recreational activity. For these reasons, noise has become an important aspect in the community planning process.

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 Ontario International Airport, located east of the City as well as from Cable Airport, located in Upland to the north of the City.

The State of California has mandated that each county and city prepare a noise element as part of its general plan. Section 65302(f) of the California Government Code requires the noise element to examine: (1) highways and freeways; (2) primary arterials and major local streets; (3) passenger and freight on-line railroad operations and ground transit systems; (4) aviation related facilities; (5) industrial plants; and (6) other ground stationary noise sources identified by local agencies as contributing to the community noise environment. Noise contours are required for all of these sources stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn).

Noise Contours

The community noise contours for the City of Montclair are presented in Figure III-1 (Existing Noise Contour Map) and Figure III-2 (General Plan Build Out Noise Contour

Map) for both existing and future Year 2020 conditions. A combination of traffic volumes, roadway classifications, speed and vehicle mix were used to estimate the traffic noise contours. The contours shown on Figure III-1 and III-2 include 60, 65 and 70 dBA CNEL noise level. Because the City of Montclair uses the 65 dBA CNEL contour to define the noise referral zone, this is the noise level for which noise considerations are included when making land use policy decisions.

Construction Noise

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, back-hoes, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and limiting hours of construction to normal weekday working hours.

Noise levels for equipment which might be used for the excavation and construction of the proposed project are presented in Figure III-3 (Construction Equipment Noise). Note that the noise levels presented are for a distance of 50 feet. The noise levels in Figure III-3 decrease at a rate of approximately 6 dBA per doubling of the distance. At 100 feet the noise levels will be about 6 dBA less than reported in the exhibit. Similarly, at 200 feet the noise levels would be 12 dBA less than indicated in the exhibit. Intervening structures or topography will act as a noise barrier, and reduce noise levels further.

Since construction noise is of a temporary nature, the City does not require noise mitigation. Section 5-4.07. of the Noise Ordinance provides an exemption for noise sources associated with construction; however, the ordinance requires operational

Figure III-1
EXISTING NOISE CONTOUR MAP

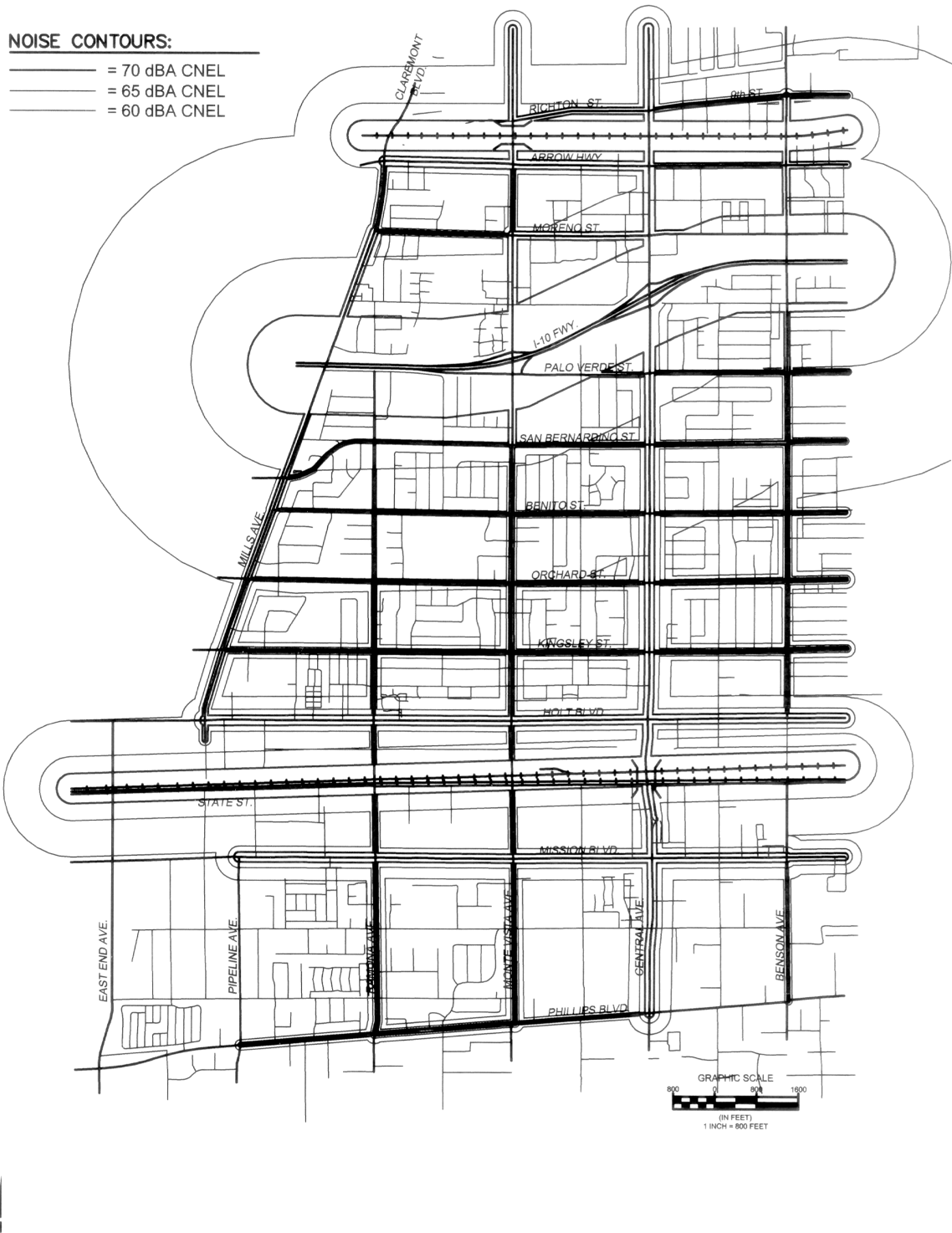


Figure III-2

GENERAL PLAN BUILDOUT NOISE CONTOUR MAP

NOISE CONTOURS:

- = 70 dBA CNEL
- = 65 dBA CNEL
- = 60 dBA CNEL

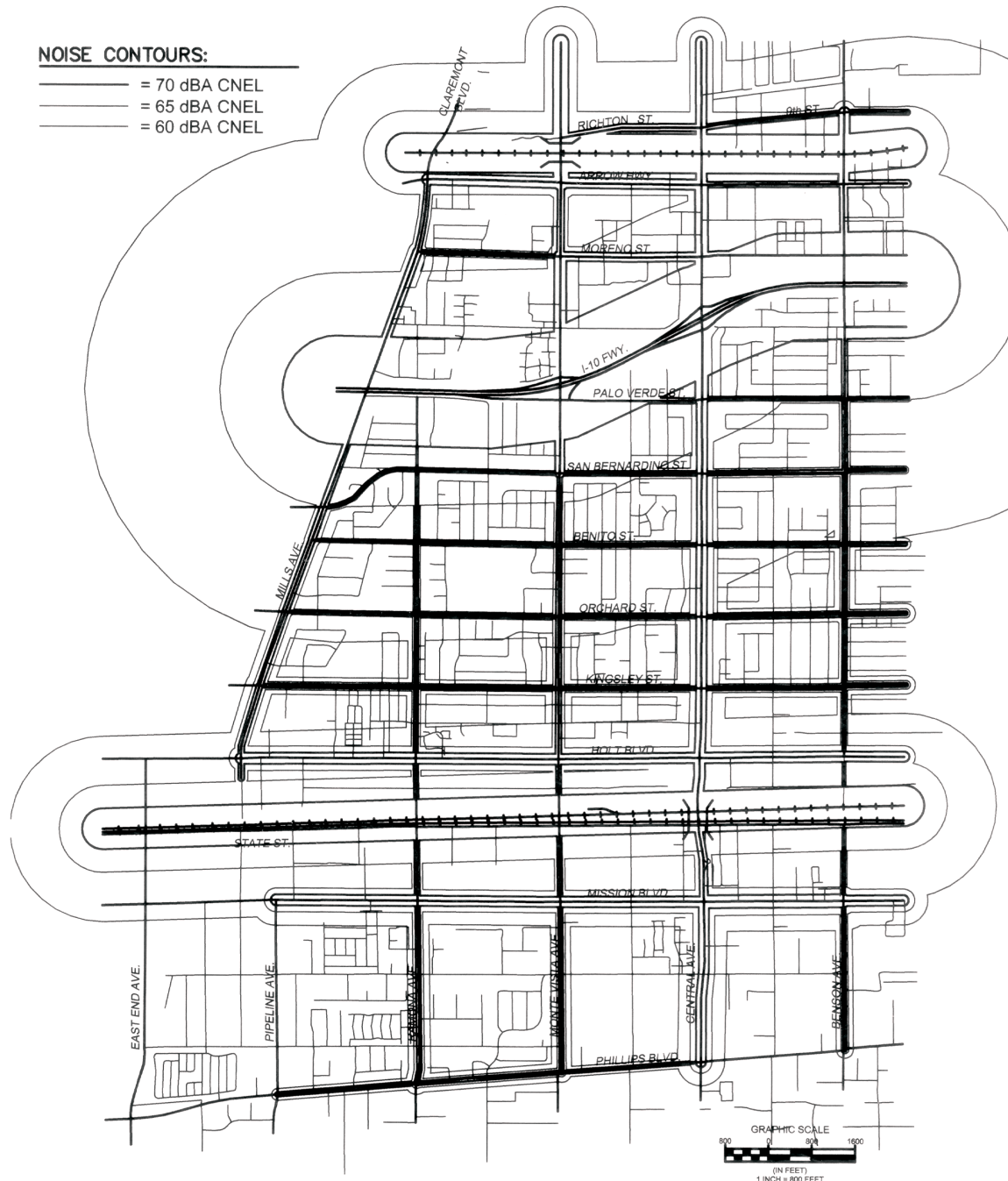
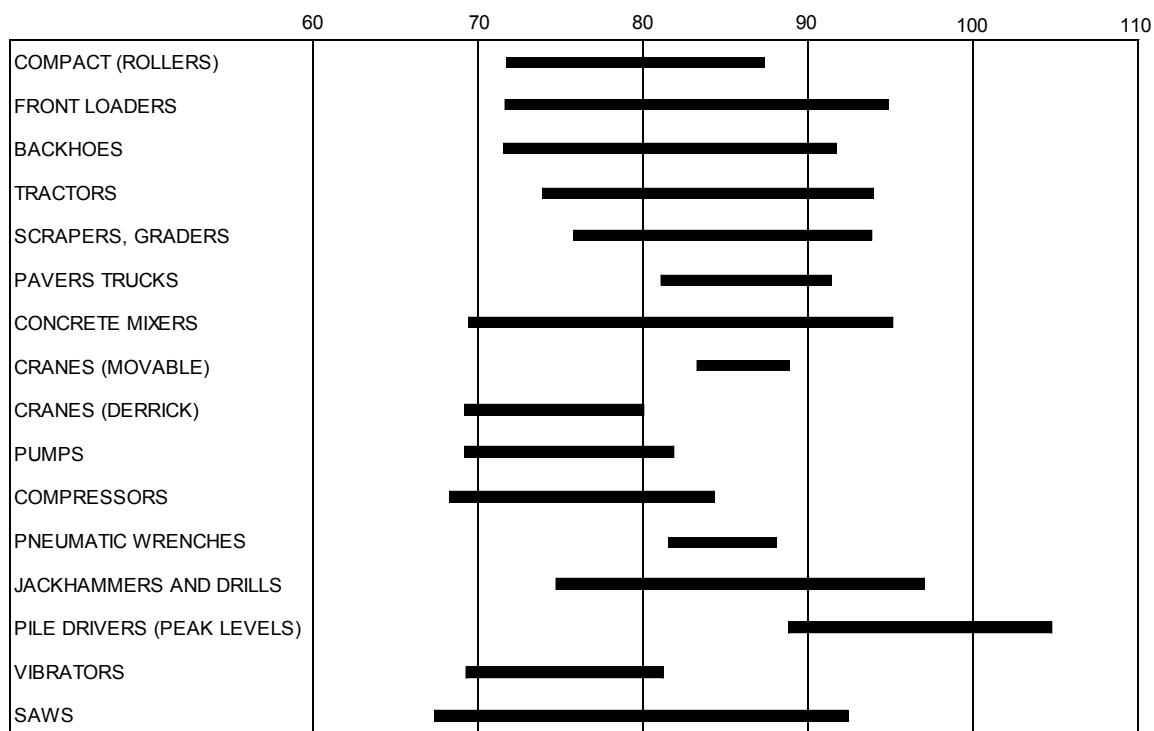


Figure III-3

CONSTRUCTION EQUIPMENT NOISE



SOURCE: "Handbook of Noise Control", by Cyril Harris, 1979.

considerations (i.e., hours of construction, mufflers on construction equipment) to minimize noise impacts during the construction process.

Implementation Policies

A series of goal, issues, policies and programs have been developed to minimize potential noise impacts to the residents, visitors and businesses with the city at all hours of the day. The City Noise Element goals, objectives, and policies are listed below:

Noise Goal

NE-1.0.0. Protect noise sensitive land uses, including residences, schools, hospitals, libraries, churches and convalescent homes from high noise levels from both existing and future noise sources.

Noise Issue One: The City of Montclair will experience additional transportation-related noise impacts as new development occurs throughout the City.

Noise Objective

NO-1.1.0. Noise mitigation measures for future development should comply with the standards included in the City of Montclair Noise Element.

Noise Implementing Policies

NO-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).

NO-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-1.1.8. The City will continue to work with adjacent cities and the Federal Aviation Administration regarding mitigation of aircraft noise.

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.

Noise Issue Two: In an Urban setting, stationary source noise impacts such as church bells, air compressors, generators and outdoor loudspeakers may impact noise sensitive areas.

Noise Objective

NE-1.2.1. Potential noise impacts due to stationary sources should be mitigated in the planning stage.

Noise Policies

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-1.2.4. A noise study shall be prepared at the discretion of the City of Montclair by an acoustical consultant for new development including but not limited to any of the following uses: (1) Printing Press; (2) Riveting Machine; (3) Milling Machine; (4) Rock Crusher; (5) Commercial Trash Compactors; (6) Truck Loading Docks; (7) Power Generators; (8) Air Wrenches; (9) Drive-Through Speakerphones; (10) Well Pumps; (11) Shooting Ranges; and Other uses which generate significant noise levels

This study should quantify future noise levels and recommend specific mitigation measures.

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.

SAFETY ELEMENT

Introduction

The Safety Element establishes goals, objectives, and implementing policies to protect the community from risks associated with earthquakes, flooding, fires, toxic waste, crime, and other hazards. The Safety Element is the primary guide for identifying potential hazards that must be considered in making land use decisions. The Safety Element also provides a guide to local government decision-making in other safety-related issues such as disaster preparedness and emergency response planning.

Safety Issues and Trends

- Protect the community from risks associated with earthquakes, flooding, fires, toxic materials, crime, and other hazards.
- A major earthquake could generate severe ground shaking in Montclair, lasting for as long as three minutes.
- Storm drain improvements should be continued so as to intercept localized flooding and to anticipate problems as a result of blockage or failure of existing infrastructure.
- Reduce crime through prevention and design considerations.
- Firefighters are increasingly called upon for medical emergencies, traffic accidents, and the like, with diminishing calls for structural fires.
- Continue to exercise extreme caution in the siting of uses and transportation involving hazardous materials.
- The key to the City's Emergency Preparedness Plan is effective coordination of a variety of agencies and services.

Natural Hazards

Geologic/Seismic Hazards

Montclair is located near six active or potentially active fault zones. Figure III-1 (Regional Seismicity Map) of the "Existing Setting Report" illustrates the location of these faults; generally within ten miles of Montclair. The danger from potential surface rupture, ground failure and liquefaction are considered low when compared to the potential hazards of ground shaking. The loosely compacted, silty alluvial soils found in the Montclair planning area will cause magnification of ground shaking. The Upland earthquake of February 28, 1991, with a magnitude of 5.5 on the Richter Scale, was the most damaging earthquake felt by Montclair residents in recent history. This quake caused minor structural damage, cracked walls, and collapsed chimneys throughout the City. A major earthquake could generate severe ground shaking lasting for as long as three minutes. Such sustained ground shaking can be expected to cause major structural damage to some buildings and more widespread minor damage.

Flooding

Montclair is classified as a protected zone, (Zone C), by the Federal Emergency Management Agency (FEMA). This means that the area should not be inundated by flooding because the existing street and drainage improvements are adequate to protect life and property. Two hazards of potential flooding do exist however. The San Antonio Dam, which is an earthen-filled dam located four miles from 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. 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.

Introduced Hazards

Crime Prevention

Montclair constantly maintains the highest rate of sworn Police Officers and total police personnel to the resident population of any City in the west San Bernardino Valley. This is due to the need to provide police services for regional commercial users in and around the Montclair Plaza. The Montclair Police Department is able to provide excellent response time for emergency calls, and also provide a wide range of community awareness programs and seminars directed toward the reduction of crime. While crime is considered to be a social ill, the physical environment can serve to encourage crime or reduce opportunities for crime to occur. Review of residential, commercial, and industrial development with concern for crime prevention has long been a part of the Design Review process. Rehabilitation of multifamily neighborhoods using crime preventing techniques has dramatically reduced levels of crime since 1986.

Fire Hazards and Protection

The mission of the Montclair Fire Department is to minimize loss of life, injury, and property. This philosophy is reflected in the fact that structural fires continue to decline in the number and percentage of calls for service. The Fire Department responds to service calls from two stations, and provides service to all of the City of Montclair and all unincorporated areas of San Bernardino County within the City's Sphere of Influence. Currently a maximum three-minute response time is available throughout the planning area. Multi-County and State-wide mutual aid programs are in place for services that exceed local capability.

A long standing philosophy of the department has been that automatic fire protection along with fire prevention activities can achieve a higher level of fire safety while reducing costs. Conversely, fire protection that only reacts to fires in buildings with minimal building and fire code requirements produces excessive fire loss and greater potential for injury and loss of life.

Most recent annual calls for service are as follows:

<u>Type of Call</u>	<u>Percent of All Calls</u>
Fire Calls	6
Mutual Aid Calls	8
Other Emergencies	27
Emergency Medical Services	59
TOTAL	100

Firefighters are often the first to respond to medical emergencies involving heart attacks, falls, traffic accidents, diabetic reactions, drug overdoses and many others. As the breakdown of calls for service indicates, the nature of fire service is changing and evolving. All Montclair firefighters are trained as Emergency Medical Technicians.

Hazardous Materials

Hazardous materials are harmful substances found throughout the planning area. Hazardous wastes can range from familiar substances, such as pesticides, solvents, and waste oils, to sophisticated chemical compounds used primarily in manufacturing processes. Hazardous materials are a modern fact of life that must be stored and disposed of properly so as not to endanger public health or the environment.

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.

Hazardous materials are also transported through Montclair en route to other destinations by road, rail, and air transportation. Montclair is preempted from regulating the transportation of hazardous materials on interstate highways, rail lines or by air.

Emergency Services

The purpose of emergency preparedness is to protect the public health and safety during and after a catastrophic emergency. To effectively handle such events requires the coordination of a number of public and private agencies.

The City of Montclair has prepared an Emergency Preparedness Plan that coordinates all local public safety organizations, city departments, and other support personnel. During any emergency requiring significant coordination or commitment of resources, the City's Emergency Operations Center (EOC) can be activated. All management personnel have been trained to operate in a dual capacity as dictated by the Emergency Preparedness Plan.

Implementation Policies

Safety Goals

SE-1.0.0 To reduce loss of life, injuries, and damage to property and natural resources due to flooding, fire, seismic hazards, criminal activities, and hazardous materials.

SE-2.0.0 To provide an adequate level of emergency services to the community in the event of a catastrophic situation.

Safety Objectives

Natural Disasters

SE- 1.1.0. To maintain regulations which will provide a degree of safety from structure failure.

SE- 1.2.0. To promote public awareness of geological and structural hazards.

SE- 1.3.0. To provide guidance to the public during and after a geologic disaster.

SE- 1.4.0. To promote interagency assistance for persons affected by geologic hazards.

SE- 1.5.0. To recognize and consider state-of-the art advancements relating to geologic hazards.

Flooding

SE- 2.1.0. To maintain procedures which will safeguard the public from structural failure associated with flood hazards.

SE- 2.2.0. To promote public awareness of potential flood dangers.

SE- 2.3.0. To provide for public safety prior, during, and after hazardous floods.

SE- 2.4.0. To promote interagency assistance for persons affected by hazardous floods.

SE- 2.5.0. To recognize and consider state-of-the-art advancements relating to flood control.

SE- 2.6.0. To promote local and regional programs directed toward developing a regional system to respond to emergencies in cooperation with the county and neighboring communities.

Crime Prevention

SE- 3.1.0. To reduce crime through the extensive use of prevention techniques, methodology, and experience in the physical planning process.

SE- 3.2.0. To increase public awareness of the relationship between crime prevention and physical planning.

SE- 3.3.0. To ensure the highest standards of performance by providing the Police and Fire Departments with personnel, equipment and facilities that would assist them in protecting the health, safety, and general welfare.

Fire Hazards and Protection

SE- 4.1.0. To recognize and consider state-of-the-art advancements in fire service technology and protection.

SE- 4.2.0. Identify and prescribe "fire safe" standards for those areas which are critical and hazardous due to urban development and evaluate fire safety equipment capability and location to respond to a major localized event.

SE- 4.3.0. Support programs which would mitigate the brush exposure hazard to structures.

SE- 4.4.0. Require that all development plans be reviewed by local planning, fire, water, health, road, and flood control authorities.

SE- 4.5.0. Support plans which would provide for safe ingress and egress of emergency equipment.

SE- 4.6.0. Designate escape routes which will safely handle public evacuation.

SE- 4.7.0. Support fire prevention programs through interagency programs, public education or media, and the ongoing studies of hazards.

SE- 4.8.0. Establish a program providing for the abatement of hazardous structures.

SE- 4.9.0. Support the reevaluation and strengthening of existing mutual aid agreements, equipment, and labor policies as well as qualification requirements of regular personnel.

SE- 4.10.0. Maintain certification of firefighters as Emergency Medical Technicians.

SE- 4.11.0. Consider medical defibrillation for people suffering cardiac arrest.

SE- 4.12.0. Consider cooperative collaboration with other agencies for all types of fire service.

Hazardous Materials

SE- 5.1.0. To prevent injury and environmental contamination due to the uncontrolled release of hazardous materials.

Emergency Services

SE- 6.1.0. To provide an adequate level of emergency service to the community in the event of a disastrous situation.

Safety Implementing Policies

Natural Disasters

SE- 1.1.1. Promote open space land uses on land determined unfit for structures of human occupancy.

SE- 1.1.2. Develop public works projects designed to protect the public and property from geologic hazards.

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- 1.1.5. Support programs which would increase minimum seismic structural resistance standards.

SE- 1.1.6. Develop programs and procedures which will inform the general public and other governmental agencies of the seismic-geologic hazards and policies that concern them.

SE- 1.1.7. Request that public safety facilities be located, designed, and managed in a manner which would maximize their ability to remain functional during and after an earthquake.

SE- 1.1.8. Set aside funds and develop programs to aid in the abatement of unsafe structures.

SE- 1.1.9. Encourage State of California geologic hazards research programs and acceptable risk studies.

SE- 1.1.10. Support legislation on geological protection.

SE- 1.1.11. Require all new developments to comply with State of California seismic safety standards.

SE- 1.1.12. Encourage the reduction of risks associated with hazardous buildings through action programs including, but not limited to, renovation, occupancy reduction, and selective demolition.

SE- 1.1.13. Provide relocation assistance to persons or businesses temporarily or permanently dislocated from hazardous buildings.

Flooding

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- 2.1.3. Provide a basis for the periodic review and revision of the flood control system to reflect changing land uses and to incorporate new technologies.

Crime Prevention

SE- 3.1.1. Maintain interagency input coordination and review to incorporate crime prevention techniques and methodology into the planning process.

SE- 3.1.2. Encourage design consideration that would prevent or discourage criminal activity by providing security and surveillance.

SE- 3.1.3. Advocate the design of proposed developments to facilitate their surveillance and neighborhood watch by the people who utilize or inhabit them.

SE- 3.1.4. Maximize the social deterrents to crime in street patterns and lot planning enhancing the neighborhood observation and recognition.

SE- 3.1.5. Encourage the clustering of houses into small neighborhoods removed from major thoroughfares, thereby enhancing neighborhood recognition and surveillance and making strangers in the neighborhood obvious.

SE- 3.1.6. Maximize the capability of both police patrol and the general public to visually survey their surrounding environment.

SE-3.1.7. Develop programs to inform related professions and the general public of the relationships between crime prevention and physical planning.



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SE- 3.1.8. Maximize the opportunities to either report or impede a crime in progress.

SE- 3.1.9. Improve the visual security image as well as the intensity of use of streets and public spaces.

Hazardous Materials

SE- 5.1.1. Maintain a local permit requirement for the regulation of transportation and storage of hazardous materials.

SE- 5.1.2. Develop a monitoring program for the industrial use and storage of hazardous materials.

SE- 5.1.3. Promote public awareness of the dangers and proper disposal methods of hazardous materials.

Emergency Service

SE- 6.1.1. Continue improving the city's disaster response system.

SE- 6.1.2. Establish and maintain materials and agreements with public and private agencies that can respond with resources anticipated to be necessary for natural and man made disasters.

SE- 6.1.3. Prepare and protect critical facilities to ensure their continued operation following any disaster.

AIR QUALITY ELEMENT

Introduction

Southern California has the worst air pollution in the nation. Smog often stretches from the beach cities in Orange and Los Angeles Counties to the Inland Valleys of Riverside and San Bernardino Counties. Montclair, being located at the western end of San Bernardino County, lies within one of the most severely impacted air quality regions. The brown haze affects the health and scenic views of the approximate 12 million people who live within the 6,600 square mile region. This region is known as the South Coast Air Basin (SCAB) and is administered by the South Coast Air Quality Management District (SCAQMD).

With the aim of complying with all federal standards by 2007, the SCAQMD and Southern California Association of Governments (SCAG) jointly prepared the 1989 "Air Quality Management Plan"

Air Quality Issues and Trends

- Montclair lies within one of the most severely impacted air quality regions.
- Improving our air quality cannot happen on a purely local level. Rather, addressing air quality may be the most regional issue there is.
- Cooperation and action, by government, business, industry, and residents is key.
- Use incentives, regulations, and transportation management to eliminate unnecessary vehicle trips wherever possible.
- Encourage and facilitate mixed use and self-sufficient development which are pedestrian and transit oriented.
- Participate in and implement the Congestion Management Plan.
- Strive to maintain a balance between jobs and housing.
- Improving air quality is consistent with the City's recognition as a "healthy city."

(AQMP). The AQMP calls upon local governments to achieve an 8 percent reduction region-wide in emissions from reactive organic gases and oxides of nitrogen. Specifically, local governments are asked to implement appropriate control measures contained in the AQMP to achieve this reduction. Local governments are required to address air quality strategies comprehensively in the General Plan. The adoption of an Air Quality Element is recognized as a decisive method for satisfying this requirement.

The source of our air pollution problem is directly related to how we perform many daily activities, predominantly related to driving in an automobile. The motor vehicle, frequently with a single occupant, parked on a gridlocked freeway, is responsible for about half of our air pollution. The other half is caused by stationary sources.

San Bernardino County regularly exceeds State and federal air quality standards for ozone, carbon monoxide, nitrogen dioxide, and particulate matter. Violations of state and federal standards are acute during summer months when on-shore wind patterns transport pollutants from the western portion of the SCAB, notably Los Angeles and Orange Counties, and combine with local emission sources in San Bernardino County to create some of the nation's worst air quality.

Improving our air quality cannot happen on a purely local level. Addressing air quality may be the most regional issue there is, requiring a range of actions at all levels--government, business, industry, and by each resident in Southern California.

Land use planning must emphasize air quality issues by understanding and coordinating the linkages between growth, housing, jobs, traffic and air quality. Local governments will be faced with difficult choices if the region is to stay on a course. This of course, is far different from before.



The new approach will require a stronger commitment to regional goals, which often contrast individual goals, by local government, business, and citizens. It will also require cooperation among local governments when issues cross jurisdictional boundaries.

COOPERATIVE APPROACH

Beginning in early 1990, Montclair participated with the County of San Bernardino and 15 other cities within the County to meet its responsibilities of preparing an Air Quality Element, as outlined in the AQMP. By doing so, the City made its first formal contribution to air quality planning since the district's creation of the AQMP.

San Bernardino County/and its cities, in recognition of the inter-jurisdictional nature of air quality, as individual entities, united to prepare a "Regional Air Quality Plan". The plan set up a framework that provides participating jurisdictions with the necessary information to develop their own local air quality elements. The document laid out certain goals, policies, and action programs which were arrived at by appointed technical and policy committee members of the participating jurisdictions. Each jurisdiction agreed to adopt the basic goals and policies into their City's General Plan. The goals, objectives, and policies in this document are derived from the Regional Air Quality Element and input by members of the Planning Commission and City Council, and various City staff.

The San Bernardino County "Regional Air Quality Plan" was recognized by the American Planning Association (California Chapter) as an outstanding cooperative planning document and program. That plan serves as the cornerstone and reference for Montclair's Air Quality Element and the goals contained herein. The Regional Air Quality Plan is adopted as part of the Montclair General Plan, by reference.

Although San Bernardino County generates only 10 percent of the total emissions basin-wide, its residents are exposed to significantly greater health risks than other residents within the basin. San Bernardino County pays a high price for poor air quality. The ill effects of air pollution include poor health, damage to property, landscaping, agriculture, and livestock, impaired visibility, all of which result in a reduction in the quality of life.

The following goals, policies and actions will aid the City of Montclair in improving regional air quality by developing a coordinated approach with other agencies in San Bernardino County and the South Coast Air Basin.

IMPLEMENTATION POLICIES

Air Quality Goals

Air Quality Improvement

AQ-1.0.0. To achieve coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improve air quality through reductions in pollutants.

Ground Transportation

AQ-2.0.0. To achieve a diverse and efficient ground transportation system which generates the minimum feasible pollutants.

Efficient Land Use Pattern

AQ-3.0.0. To achieve a pattern of land uses which can be efficiently served by a diversified transportation system and development projects which directly and indirectly generate the minimum feasible air pollutants.

Reduce Particulate Emissions

AQ-4.0.0. Reduce to a minimum particulate emissions from such uses as

construction, operation of roads, and buildings.

Air Quality Objectives

Establish a Coordinated Approach

AQ-1.1.0. Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.

Encourage Community Participation

AQ-1.2.0. Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs which effectively reduce air-borne pollutants.

Support Innovative Approaches

AQ-1.3.0. Advocate and support innovative strategies to improve air quality.

Eliminate Unnecessary Trips

AQ-2.1.0. Use market incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate unnecessary vehicle trips which would otherwise be made.

Reduce Vehicle Miles Traveled

AQ-2.2.0. Use incentives, regulations, and transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips.

Improve Traffic Flow

AQ-2.3.0. Improve traffic flow by implementing the State mandated Congestion Management Program (CMP), the AQMP, and other means to lessen roadway congestion.

Expand Transit

AQ-2.4.0. Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County and the inter-county links to Los Angeles, Orange and Riverside Counties.

Manage Parking Supply

AQ-2.5.0. Manage the parking supply for public and private development to discourage auto use, while ensuring that economic development goals are not impacted.

Institute Alternative Fuel Systems

AQ-2.6.0. Invest in clean fuel systems in future fleet vehicles, as feasible.

Manage Growth

AQ-3.1.0. Continue to ensure that the fundamental City documents, including the General Plan, achieve a community which is efficiently balanced in terms of jobs/housing and which adequately prepares for management of growth.

Jobs/Housing Balance

AQ-3.2.0. Create and execute programs which control and manage the balance between jobs and housing.

Protect Impacts

AQ-3.3.0. Adopt an ordinance to establish criteria to assess the impacts of development projects upon air quality in terms of such factors as jobs created, traffic generated (by type), and direct/indirect pollutant emissions for certain size development.

AQ-3.4.0. Support mixed-use developments.





Control Dust

AQ-4.1.0. Reduce particulate emissions from roads, parking lots, construction sites, and agricultural lands.

Street Sweeping

AQ-4.2.0. Continue to sweep City streets.

AQ-4.3.0. Control particulate emissions from unpaved roads.

Limit Dust

AQ-4.4.0. Adopt an ordinance amendment to control dust from vacant lands and erosions from storm water washing into streets.

Reduce Emissions from Building Materials and Methods of Construction

AQ-4.5.0. Reduce emissions from building materials and methods of construction which generate excessive pollutants.

Air Quality Implementing Policies

Coordinated Review

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.

AQMP Regional Financing

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.

Integrate with Related Programs

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.

Implement Congestion Management Plan

AQ-1.1.4. Participate with San Bernardino Associated Governments to implement the Congestion Management Plan (CMP).

Transit Improvements

AQ-1.1.5. Work with Omnitrans/Metro/Foothill Transit to improve transit within Montclair and San Bernardino County.

Affect Source Jurisdictions

AQ-1.1.6. Cooperate actively with Los Angeles, Orange, and Riverside Counties to comprehensively improve air quality at the emission source.

Public Participation Programs

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.

Educate Local Businesses

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.

Tier III Implementation

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.

Encourage Business/Research

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.

Support Creative Solution

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.

Regional Cooperation

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.

Eliminate Unnecessary Trips

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-2.1.2. Encourage trip reduction through programs such as compressed work weeks, flex schedules, carpooling, and telecommunication.

Congestion Management Plan (CMP)

AQ-2.3.1. Provide on-going participation in the CMP process within San Bernardino County.

Traffic Signal Improvements

AQ-2.3.2. Require interconnected signal control systems for all primary arterials including those which cross interjurisdictional boundaries (ACMP Control Measure No. 4.)

Sub-Regional Transportation System

AQ- 2.4.1. Lobby regional transportation agencies to expand regional transit systems between residential areas and employment centers in San Bernardino County.

City Shuffle

AQ-2.4.2. Develop a City shuttle between regional land uses, park-n-ride facilities, and neighborhoods, in conjunction with Omnitrans existing service.

Promote Non-Motorized Transportation

AQ-2.4.3. Provide bicycle and pedestrian pathways and facilities to encourage non-motorized trips.

Rideshare Incentives in Public Parking Lots

AQ-2.5.1. Provide incentives for ridesharing and non-single occupancy vehicles for those vehicles who use public parking lots.

Limit Parking Supply by Zone

AQ-2.5.2. Adopt an ordinance establishing a cap on the number of parking spaces permitted per square foot for particular uses.

Preferential Parking for Rideshares

AQ-2.5.3. Adopt an ordinance which requires employers/developers to provide preferential parking for rideshares.

Clean Fuel Electric Vehicles

AQ-2.6.1. Purchase vehicles which use clean fuels for use as part of the City fleet.

Capital Improvement Plan

AQ-3.1.1. Prepare and annually update a Capital Improvement Plan (CIP) to include state mandated air quality requirements.





Economic Development Strategy

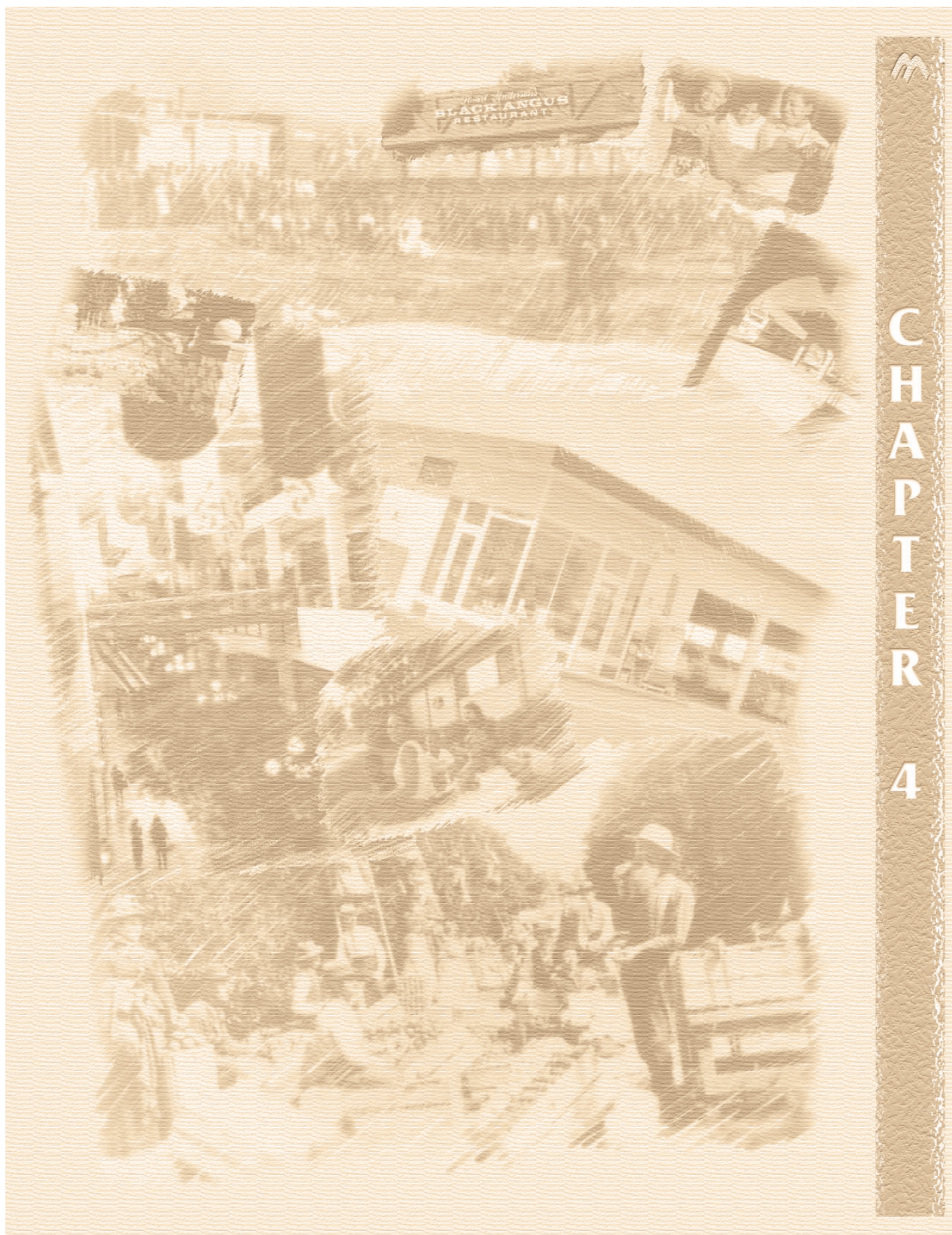
AQ-3.1.2. Complete the preparation of an economic development strategy which examines the available labor pool and targets/markets the City to those industries/businesses who best fit the labor pool characteristics.

Coordinate Regional Job/Housing Balance

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.



CHAPTER 4



OPEN SPACE ELEMENT

Introduction

The Open Space Element of the General Plan is prepared in recognition of the value of various types of open space and the need to protect and preserve it from development encroachment. The rapid development that occurred in Montclair during the 1950's and 1960's largely ignored open space preservation values through the unbroken urbanization of large districts of land. Fortunately, the type of relatively low-density urbanization that developed, combined with the community's open space resources (e.g., schools, parks, and flood control facilities) preclude the feeling of being enclosed that could have occurred under high-intensity development conditions. The City's design standards for open space and landscaping within new developments also add to this perception. Ultimately this open space and perception of space makes the difference in preserving the community's roots and preference as a suburban, residential community.

Open Space Issues and Trends

- Open space and perception of space makes the difference in preserving the community's preference as a suburban, residential community.
- Open space includes parks, flood control areas, and agricultural areas.
- The City's park land goal is 3 acres per 1000 persons; existing parks provide approximately one-half of that objective.
- There is a need for additional park space in south Montclair, particularly as the area continues to develop. Additional park space would also be valuable near the apartment areas.
- Well developed recreational programs and facilities are important components of the City's commitment to providing open space.

An important issue to the City of Montclair, therefore, is to preserve the open space resources that remain, where feasible, and carefully design open space into lands planned for new development. The need for additional park space is evident in South Montclair, and also for an in-fill site park in or around the Bandera Street/Canoga Street apartment area.

Open Space Resources

There are three major sources of open space lands in the City: (1) parks and recreation areas; (2) flood control; (3) and agricultural areas. Each of these are separately addressed below.

Local Parks and Recreational Areas

Montclair currently has established 48.7 acres for park and recreational use in the city. There are 12 parks, one of which is currently undeveloped. Several other parks are leased from the Ontario-Montclair School District for use by the City. There are no regional parks within the study area. A complete list of parks and facilities is shown in Table IV-1 (Research and Open Space Facilities) and the location of those facilities is illustrated in Figure IV-2 (Parks and Open Space Lands) in the "Exiting Setting Report."

The existing parks provide a total of 1.6 acres of park land per 1000 residents. This total is considered low in comparison to the range of 2.5 to 3.0 acres per thousand, which is commonly recommended as a goal for suburban communities. The City's park land dedication requirements for new development and land banking of park land acreage is an attempt to achieve a standard closer to the ideal ratio.

A major factor in providing additional parks is the ability to provide proper maintenance, equipment, and recreational programs. Unfortunately, declining general fund revenues are often insufficient, and parks

and recreation is commonly seen as a "harmless" way to cut costs. Grants, shared use arrangements (e.g. with school districts) and innovative funding mechanisms (e.g. utility or antenna lease agreements) are potential methods to provide for sufficient parks, with their requisite maintenance and amenities. Joint venture projects, such as the Lehigh School/Sunset Park Amphitheater, are excellent examples of such an arrangements.

Flood Control

Areas utilized for flood control make up 105 acres or 2.7 percent of the study area. Most of these 105 acres are directly related to the San Antonio Channel and several drainage percolation basins that parallel the channel. In years past, the City had planned to improve residual lands next to flood control facilities for recreational uses. Some of these improvements currently exist in the form of bicycle and pedestrian facilities and public parks. Future improvements of these areas seem very unlikely, given high improvement costs, maintenance, and liability issues.

One of the flood control areas, which previously served as "Wilderness Park," recently received a reduction in usable area as a City park. Fortunately, however, the area's owner, Chino Basin Water Conservation District, has developed part of the area as a demonstration garden and learning facility, which now serves as a first class garden and water conservation learning center. The facility is used year round, and received particular acclaim for its annual Earth Day events with area school children.

Agricultural Lands

The types of agricultural development existing in the study area are permanent, such as citrus groves; temporary, such as field crops; and seasonal, such as strawberries. The Land Use Element of this

document discusses the amount of acreage in agriculture and the agricultural trends since 1957. A total of 177 acres remain in agricultural production within the study area.

Noted in the section is the fact that agricultural lands have decreased considerably since 1957, and it now appears that the only commitment to agricultural land appears in South Montclair. This decrease will almost certainly continue as demand for housing, employment, and services continue to increase.

- Few open space resources remain in the City, some of which are developed and accessible for public use, others that are not, and still others that are in private ownership. Parks and school playgrounds are developed for active and passive recreation. Flood retention recharge basins appear to be uses that will remain in perpetual open space. Agricultural lands and undeveloped parcels in South Montclair will be converted to urban uses.
- The 1970 Montclair General Plan identified the Arroyo San Antonio as an opportunity to develop a greenbelt/open space resource in addition to providing flood control. The concept proposed "the maximum utilization of the water retention basins, vacant parcels, and existing park and channel right-of-way in order to expand the park open space areas; provide educational areas which might include the study of conservation, ecology, geology and botany; and ensure the control and retention of watershed..." In 1970, the basin adjacent to the channel and south of the I-10 Freeway was developed into a recreational resource and landscaped, but then it was closed to public access. All other basins have remained as single-purpose flood retention/water recharge facilities. The only other facility developed in response to the 1970 General Plan concept was the development of a multi-use park facility on the west side of the channel, south of Moreno Street.

- While the City owns acreage for parks and open space south of Mission Boulevard, there is currently only one developed park south of Holt Boulevard. This remains an issue to residents in the Sphere of Influence and new residents within South Montclair. As this area continues to develop and the local population increases, the demand for additional developed parks will also increase.

Open Space Implementation Policies

Open Space Goal

OS-1.0.0. To protect and preserve open space resources in the community and maintain scenic, recreation or productive values.

Open Space Objectives:

OS-1.1.0. To preserve flood control facilities (flood control channels, retention basins, percolation basins), resource extraction areas and other open spaces as having present or future open space value.

OS-1.2.0. To recognize that open space provides visual relief from highly urbanized areas and is an important element when evaluating human scale, urban transition, and relief from environmental pollutants.

OS-1.3.0. To recognize that the loss of open space has traditionally been irreversible and that future development of open space should be carefully scrutinized.

OS-1.4.0. To recognize that regional open space resources possess unique recreational opportunities which are of significant value to Montclair residents.

OS-1.5.0. To promote the design and development of an attractive system of local parks and open spaces which will provide facilities for a full range of recreational activities for all age groups.

OS-1.6.0. To attempt to provide parks at a ratio of 3.0 acres per 1,000 population. (Current ratio is 1.6 acres per 1,000 population.)

Open Space Implementing Policies

OS-1.1.1. Determine future park and recreation requirements and design facilities and programs to satisfy the needs within each service area.

OS-1.1.2. Provide a balanced park system by locating playgrounds in convenient areas where they will serve the residents of the residential neighborhood.

OS-1.1.3. Plan a full range of facilities for all age groups and for recreation including sports programs, social activities and educational classes.

OS-1.1.4. Coordinate school and park recreational facilities by cooperative action with local school districts.

OS-1.1.5. Continue the program of land acquisition for park and open space in areas which are not presently served or where the need for additional facilities is indicated by future population growth and higher density.

OS-1.1.6. Ensure the continuation of high standards of maintenance and improvement of facilities and grounds in the public park and open space areas.

OS-1.1.7. Develop an annual review of park fees associated with new development and provide an updated fee schedule when park need is determined to ensure that the fee is equated to land acquisition and park development costs.

OS-1.1.8. Use park fees to acquire future park land and place in a land bank until future need is realized.

OS-1.1.9. Promote the interim use of land banked for future parks for uses such



as agriculture (lease back), commercial recreation, etc. Use revenue generated from these investments to fund future park development and operations.

OS-1.1.10. Promote the utilization, where feasible, of the water retention basins, adjacent vacant parcels, and existing park channel rights-of-way in order to expand the existing park and open space areas.

OS-1.1.11. Provide educational areas which encourage the study of conservation, ecology, geology, and botany, while at the same time ensuring the control and retention requirement of the watershed.

OS-1.1.12. Coordinate these developments with Chino Basin Water Conservation District, San Bernardino County Flood Control District, and the school districts in order to maximize the benefits to all agencies and best serve the residents of the area.

CONSERVATION ELEMENT

Introduction

The Conservation Element is included in the General Plan in order to monitor the use and extraction of the earth's natural resources in addition to preserving prehistoric, historic, and cultural resources. This attempt is directed toward recognizing the finite supply of certain resources as well as the protection of the quality of other resources. In Montclair, the extent of the resources is limited, primarily due to the urbanized condition of the city and secondarily due to the actual distribution of resources. For example, large communities of significant biological resources do not exist in the City largely due to the past development activity but also because the area is an insignificant habitat, in terms of plant or wildlife communities.

The conservation and preservation of resources is, nevertheless, an issue that must be addressed even in communities with less than significant resources. In Montclair, the community must recognize the

Conservation Issues and Trends

- Conservation of resources in Montclair is important, but limited due to the urbanized condition and a limited distribution of natural resources.
- Given our arid climate, water conservation is an important concern. Ground water recharge, drought tolerant planting, and reduced use are encouraged.
- Wastewater and storm water runoff require careful monitoring.
- Reduction, reuse, and recycling helps in the conservation of resources, reduces energy consumption and conserves landfill space.
- Significant wildlife populations no longer exist in the study area.
- Cultural resources are limited but nonetheless important.
- The public art program is a valuable endeavor.

value of its remaining resources and plan for their continued efficient utilization and conservation as a contribution to both local and regional resource conservation efforts.

Water Resources

Water resources is an issue that pertains to the entire Chino Basin for which Montclair is an integral component. While water resources are not viewed as a problem in the City, development of programs and policies is essential to the long-term solution of basin-wide problems of water availability and water quality.

- Ground water basins have been in an overdraft condition resulting in an overall decrease in water quality, particularly in the southern portion of the basin.
- Additional ground water recharge is being developed as an expansion of the detention basin located between Brooks Street and State Street, just west of Ramona Avenue.
- The City has enacted a Landscape Water Conservation Ordinance and encourages drought resistant planting designs for new developments.
- The Chino Basin Water Conservation District facilities in Montclair serve as an area-wide learning and resource center for planting and water conservation.

Wastewater and Storm Water Runoff

Wastewater and storm water runoff is a significant conservation issue in terms of both the loss of the resource, as well as the potential for downstream pollution.

- The City maintains an active wastewater testing program to ensure that wastewater, from Montclair businesses and industry, does not contaminate downstream or treatment facilities. The program includes a thorough review of new uses to screen

and/or mitigate potentially undesirable wastewater generators.

- The City has participated in the development of, and endorses, the San Bernardino County Storm Water Program, which requires the evaluation and mitigation of uses or practices, which may result in downstream pollution. Such uses include chemical, automotive, or other outdoor contaminant-related businesses and activities. The program establishes minimum review criteria and "best business practices" in order to encourage the least contamination runoff.

Recycling

Reduction, reuse, and recycling of materials such as green waste, paper, glass, aluminum, and plastic helps in the conservation of natural resources, energy, and landfill space. The City can have a positive effect in this area through education, requirements, waste pickup practices, and through its own use of materials.

- The City, in cooperation with Burtec Waste Industries, Inc., operates a successful waste diversion/recycling program. The program involves both residential and business customers. The program operates in conjunction with a material recovery facility (MRF) located in Fontana. Automated curb-side pickup service is expected to improve the recycling efforts in the very near future.
- 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.
- The City actively participates as a recycler, utilizing recycled materials wherever feasible (e.g. paper, paint, etc.) and by separating/diverting used materials (e.g. paper, containers, green waste).

Wildlife Resources

The urbanization of Montclair has virtually eliminated concern about wildlife resources. Wildlife habitat has undergone considerable modification as a result of human habitation, replacing native species with introduced species. Native wildlife populations unable to adapt have either perished or relocated to less disturbed lands.

Significant wildlife population no longer exists in the study area due to the elimination of wildlife habitat. Vacant fields, fence rows, roadsides, and flood retention basins are the only remaining areas capable of supporting naturalized or substitute habitat.

Mineral Resources

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 gravely 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.

Cultural Resources

Cultural resources in the City of Montclair have not yet been considered as a significant resource, primarily due to the



relative age of the community and its structures and other points of interest. As such, a minimum of effort has gone into the documentation and designation of potential cultural resource sites.

- The Russian Village bordering the Claremont corporate limits contains homes of unique historic and aesthetic value.
- The San Antonio Wash was the location for numerous prehistoric Native American camp sites. Little is known about these ancient civilizations due to limited archaeological documentation.
- There are some remaining ranch houses and some limited grove, areas which represent the area's history from pre-incorporation (prior to 1956). Preservation of these properties offers the ability to preserve the City's history.
- The Montclair Foundation for History and Art was founded in 1986, and accomplished several projects including the historical Union Pacific caboose placement, the establishment of Freedom Plaza and its public sculpture, and the Youth Art Program. The foundation has been inactive for several years.
- The City has adopted a Historic Preservation Ordinance, providing the mechanism for the protection of historic structures in the community. The provisions of the ordinance have not been utilized, due to a lack of eligible structures and interested property owners.
- The City has adopted a program in support of Public Art in the community. The program encourages and in some cases mandates the placement of public art in significant commercial developments. The placement of public art has also included other locations such as Freedom Plaza and the Montclair Transcenter.

Conservation Implementation Policies

Conservation Goals

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.

Conservation Objectives

CO-1.1.0. To recognize the value of any remaining biologically significant habitats and to preserve, protect or recreate those habitats where feasible or desirable.

CO-1.2.0. To promote the conservation of water and groundwater resources to ensure that adequate supplies of water will be available with the highest water quality attainable.

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.

Conservation Implementing Policies

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-1.1.8. Maintain wastewater testing and storm water runoff programs, consistent with federal, State, County and regional programs.

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.

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

CO-1.1.12. Continue and expand the public art program with a goal of providing increasing visibility of various art in the community, on both private and public sites.

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.



CHAPTER 5



IMPLEMENTATION PLAN

Introduction

The General Plan consists of a demographic base document known as the Existing Setting Report, a policy document--the General Plan itself, and an Environmental Impact Report (EIR) which addresses potential environmental affects of the actions which may be shaped or encouraged by the General Plan.

The General Plan does not in itself, however, achieve any particular action. As a result of the General Plan, development will not occur, no parks will be built and utilities will not be extended. Instead, it provides a framework and a guiding set of principles by which actions can occur. These actions may be long range in themselves, such as determining specific standards for an area through a Specific Plan. Or, they may be relatively short term, helping decision makers to determine the appropriateness of approving a Zone Change and Precise Plan of Design to permit housing construction, where commercial development might have been previously envisioned.

The City's General Plan is a formal expression of the community's goals and policies for the development of the City. However, the Plan does not have regulatory effect. In other words, the Plan recommends certain guidelines to be followed, but the Plan itself cannot require that these policies be carried out. The Plan must be implemented through a number of actions or measures, which have been identified at the conclusion of each section of the Plan. These implementing measures involve regulatory actions, financing actions, intergovernmental coordination and various review procedures. State law requires that these implementing actions be consistent with the City's General Plan.

Some policy and program implementation measures by the City are subject to further

local budgetary constraints, while other programs, subject to non-local funding, are uncertain until commitment has been made by the funding Agency. Therefore, programs which rely on specific funding measures are subject to appropriate budgetary commitment.

The General Plan includes both map and text. The Land Use Map depicts the location of various land uses, circulation, and specific community facilities. Some of the lines on the map are rigid and definite; others are flexible. For example, proposed parks and certain special use designations are general proposals; the exact property to be acquired is flexible, but the relationship between the facility and the people in the area served should be preserved. On the other hand, where the extent of a land use is defined by a street or by what is obviously a specific lot or other boundary line, the intent of the plan is that these boundaries should be observed.

The text of the amended General Plan includes goals, objectives, and implementing policies for the development and use of the physical structure of the City. These are to be officially adopted by the City Council and thereafter be used as formal statements of policy. The text also contains certain specific plan proposals and suggests techniques for the implementation of the plan.

- **Goals.** These are general statements, indicating the long-range planning objectives of the community. They set forth the intent of the proposals included in the General Plan.
- **Objectives.** In order to implement the adopted goals, objectives are recommended for each element of the amended General Plan. The objectives, although related to the objectives of all the other elements of the Plan, are specific to each element.

- **Implementing Policies.** The implementing policies found in each

element of the General Plan are intended to implement the objectives and area statements to structure certain planning concepts that cannot be quantitatively defined for universal application. Many of these statements of policy are definite and can be translated into development plans, specific plans, and zoning and subdivision regulations.

All of the foregoing, including the General Plan Map, makes up a coordinated policy statement for the City. When adopted, these become the public policy for the City of Montclair and are the basis for:

- Planning Commission decisions and recommendations.
- Specific Plans for developments.
- Capital improvement programs.
- Plans for activity programs involving recreation, health, housing, etc.

Citizen Participation

The citizen participation component of the General Plan is the time beginning of its implementation, as demographic data and general goals begin to be woven with the community's current realities, local issues, and needs of the citizenry.

The 1999 General Plan for Montclair includes several citizen participation components including public hearings and workshops before the City Council and Planning Commission. Prior to these meetings, however, a series of discussions were held by the General Plan Citizens Advisory Committee (GPCAC), extending over an 18-month period.

The GPCAC was a six member ad-hoc, City Council-appointed committee of Montclair residents, intended to serve as an early input and review group for this important planning effort. At the initial meeting, on November 10, 1997, the GPCAC identified a list of current issues to be considered in the General Plan update, and then further

clarified these issues at a subsequent meeting on June 10, 1998. Following is a list of these issues, with a summary of the follow-up discussion on each.

• **Cosmetic/Aesthetic/Image/Community.**

It was noted that the City's Community Design Element does address this issue but that since the last General Plan update, specific plans have taken on this role to a greater degree. The Holt, Turner, Mission, Montclair East, and North Montclair Specific Plans are all examples of such specific plans which have set distinct image and appearance parameters, Holt Boulevard has recently been improved based upon such parameters. It was noted that there is strong City Council support for revisions to the Mission Boulevard Specific Plan, in order that it might create a more realistic image and development guide.

• **Need for Recreational Facilities.** The continued community needs were compared with the many, often innovative, recreational programs, which the City offers. It was also noted that during difficult economic times, potential budget cuts have often identified recreational programs as the "easiest to cut." Given this conflict of need versus the ability to fund, the importance of General Plan policies to support such programs becomes even more critical.

• **Service Needs in South Montclair.** Land use decisions can have a significant effect on this issue, in concert with the area's demand and the market place response. City-funded public improvements, (e.g. sewer lines, storm drains, street improvements) are already assisting in this area. Expanded Redevelopment Agency involvement in newly annexed areas should be considered. Existing negative land uses, such as adult businesses, are perceived as having a negative effect on the attraction of new commercial and other economic development.

- **Appearance and Land Use in Sphere and Surrounding Cities.** The importance of continued close monitoring of county development was emphasized. It was noted how General Plan policy can have a strong role in encouraging quality development or discouraging negative (e.g. billboards, adult businesses) when under consideration by the County.
- **Annexation.** Annexation is still felt to be beneficial in order to better ensure quality, however, the ability to afford low revenue producing areas (e.g. existing residential development) is a real concern, given declining City revenues. The need to emphasize better tax negotiations with the County, at an early date in the annexation process, was identified.
- **Scale of Future Development.** Existing scale is felt to be generally appropriate, however, it may be appropriate to consider greater scale (height, commercial or office density) in areas around the Montclair Plaza in coming years.
- **Business Development--Attract and Maintain Business.** It was noted that many factors attract and maintain business. The community's image and aggressive Redevelopment Agency activity were identified as noteworthy factors. It was noted that reduced standards may have a short term affect in attracting business, but that such reductions would ultimately hurt business if the City's image and appearance decline.
- **Maintain Housing Quality.** All agreed that this goal has been, and remains the City's primary objective. Efforts such as the Housing Improvement Task Force, Neighborhood Partnership of Montclair, and the recent single-family survey are examples of this commitment.
- **Density Issue of Residential Development in South Montclair.** A consensus seems to exist that South Montclair can

accommodate more traditional single-family residential development (7,500-10,000 square foot lots). The 1983 General Plan policies advocating only semi-rural housing (20,000 square foot lots with equestrian) are believed to be largely unrealistic and without buyer demand for South Montclair.

- **Coordinate Schools and Open Space.** It was acknowledged that the General Plan cannot in itself guarantee or mandate school locations, closures, etc. On the other hand, General Plan policies may have a beneficial impact when referred by the City to the school districts.
- **Animal Regulations.** There is some concern that current animal regulations (e.g. number of dogs) are not equitable when applied to larger sized residential properties.
- **Utility Master Plans.** Incorporating such master plans in the General Plan is felt to be important in establishing need for future Capital Improvement Project identification. It was noted that South Montclair and Mission Boulevard are the obvious areas, but that there remain unmet storm drain needs in the area south of San Bernardino Street and west of the San Antonio Channel.
- **Telecommunications and Other Technology.** Telecommunication is recognized as one of the newest and important issues, which is virtually unaddressed in the previous General Plan. Telecommunication antenna siting is recognized as a current "hot" issue, but probably only the beginning of this type. It was agreed that policy should not be an obstacle to technology, but that community interests and appearance should be preserved.
- **Alternative Energy and Transportation Modes.** This is also a contemporary issue, with changes occurring rapidly. Local

opportunities include continued accommodation of alternative fuels (e.g. compressed natural gas, electric), local shuttles and other transit, and alternative/mixed land use planning. The Fremont Avenue corridor planning in the North Montclair specific Plan was noted as an example of such an effort.

- **Health and Wellness.** This is a relatively new issue, at least in terms of a General Plan effort. The City does have a history of being a leader in this area as a result of programs such as the medical clinic. Current and upcoming areas include the "Healthy City" commitment, adequate parks and recreational planning, tree planting and preservation, and increased attention to culture.

Maintaining a viable General Plan and, in turn, a quality decision making process, can be best assured by continuing to integrate current community philosophies and local issues into the process. Brainstorming and consensus building, such as that done by the GPCAC, is the foundation for keeping the Montclair planning process vital and current.

Implementation Process

The implementation of this amended General Plan begins immediately with its adoption. The citizen participation in the planning process of developing this General Plan was ineffective. Continuation of this public involvement in the implementation programs should be encouraged.

The Planning Commission shall continue to play an increasingly important role in the planning process by diligently fulfilling its responsibilities as designated by the City Council.

In order to accomplish this, the Planning Commission shall:

- Continue to develop and maintain the City's General Plan, which shall be used to

provide a coordinated direction to the functional growth and development of Montclair.

- Prepare and recommend Development Plans as may be necessary or desirable.
- Investigate and make recommendations to the City Council as to other reasonable and practical means for putting the General Plan policies into effect.
- Endeavor to promote public interest in an understanding of the General Plan and regulations relating to it.

The General Plan includes various methods of implementation. These include:

- Specific Plans have been prepared and adopted. These should be revised from time to time, and there may be opportunities for new Specific Plans in the future.
- Existing Development Plans will be reviewed and updated.
- Zoning Ordinances will be revised as necessary so that consistency with the General Plan is maintained.
- Continuation of City planning decisions related to the General Plan policies and recommendations.
- Continued citizen participation in the planning process as an effective implementation technique.
- The Montclair General Plan Program Chart illustrates how the various parts of the Plan tie together (see Figure IV-1).

Administration

State law requires that the Planning Commission be responsible for effectuation of the General Plan, using it as a guide for the orderly physical growth and development

of the City and as a basis for the efficient expenditure of funds relating to the public facility elements identified on the Plan.

The Commission is required to render an annual report to the legislative body on the status of the plan and progress in its application. The contents of such a report should include the progress made in accomplishing the various programs and special developments that have been initiated and/or completed during the year. Items should include those that significantly affect the community and indications of how the General Plan has been utilized to guide the types of growth and change that affect the physical, social and economic structure of the community.

The Commission is required to promote public interest in and the understanding of the General Plan and regulations relating to it. This may be accomplished by the establishment of a public relations function, which would include public contact through citizens' committees, news releases on development activity and planning in the city, speaking engagements before clubs and citizens' groups, publication of reports and other informational material.

The Commission is required to consult and advise with public officials and agencies, public utility companies, civic, educational, professional, and their organizations and citizens with relation to carrying out the General Plan. This function will require the establishment of a working rapport between the Planning Division and these other agencies. The General Plan will become the vehicle through which the city will focus on the issues that require coordination.

The General Plan should be readily available to the public. Whenever important changes become necessary, the Plan should be amended. The General Plan is reviewed and amended in conformance with State law. Reviews should be made periodically at five-year intervals. The total plan should be

amended when and where necessary to keep it current.

Specific Plans

The City of Montclair employs the broad use of Specific Plans for guidance of development, and has a long history of such dating back to the early 1970s. Today, critical Specific Plans for the City include the North Montclair Specific Plan, the Montclair East Specific Plan, the Holt Boulevard Specific Plan, and the Montclair Parkway Place Specific Plan for Mission Boulevard.

These Specific Plans, providing "custom" zoning for critical development areas, give the City the combination of control and flexibility to encourage quality and economic development.

Specific Plans are expected to remain one of the City's key implementation tools for the General Plan.

Development Plans Approach

The General Plan calls for the preparation and adoption of several Development Plans to implement the policies and Plan proposals. These Development Plans indicate specific design concepts and/or development standards and regulations for the development of land and facilities within Montclair.

Development Plan for Land Use (Zoning)

The Zoning Ordinance and map is in effect a Development Plan of Land Use with specific development standards. The Planning and Zoning Laws of the State of California identifying detail those areas that may be covered by zoning. These are as follows:

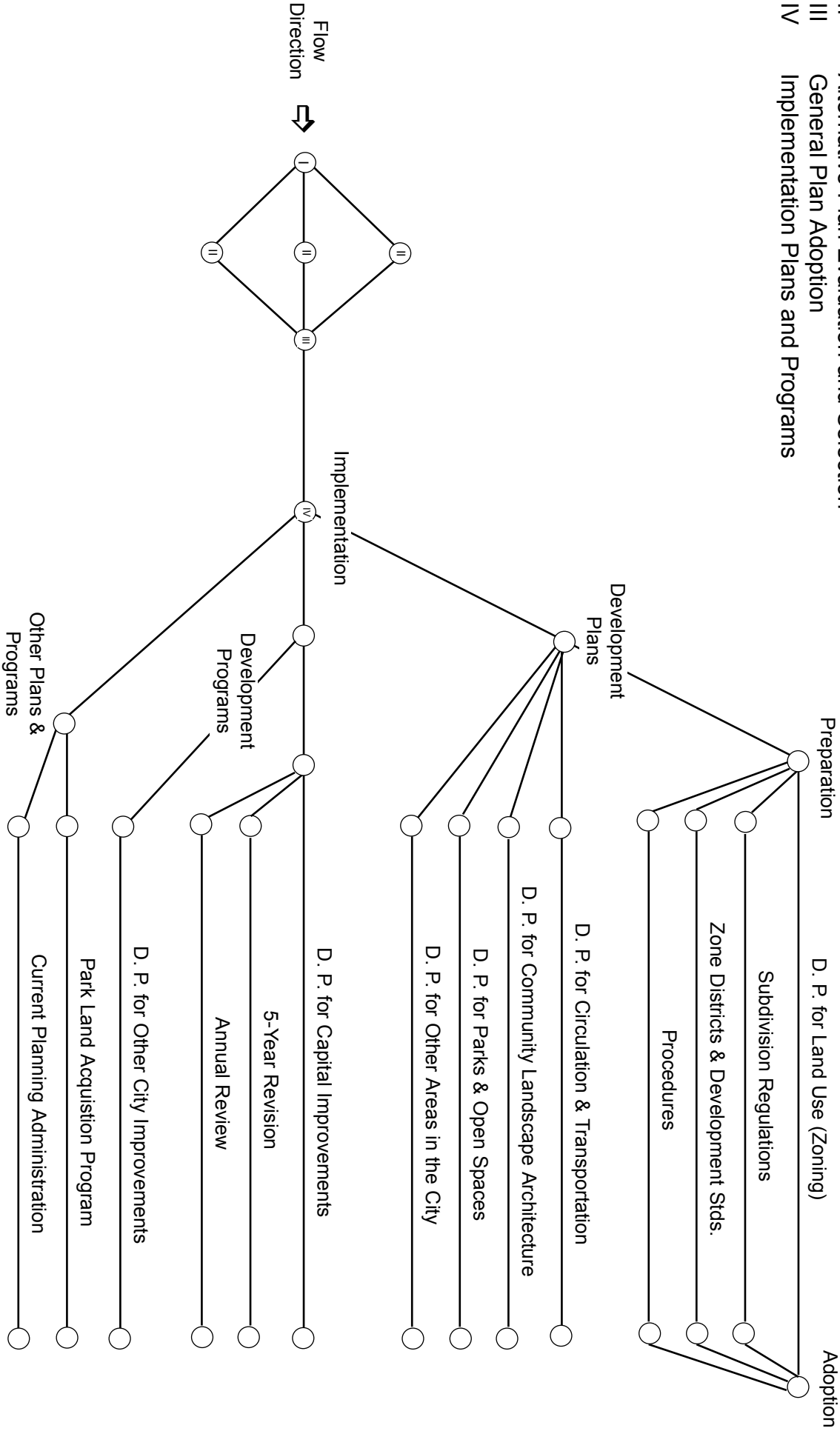
- Regulate the use of building, structure and land as between agriculture, industry, business, residential and other uses.
- Regulate signs and billboards.

Phases

- I Policy Plan Formulation
- II Alternative Plan Evaluation and Selection
- III General Plan Adoption
- IV Implementation Plans and Programs

Montclair General Plan

Figure V-1



- Regulate location, height, bulk, number of stories and size of buildings and structures; the size and use of lots, yards, courts and other open spaces; the percentage of a lot which may be occupied by a building or structure; and the intensity of land use.
- Establishment of requirements for off-street parking and loading.
- Establish and maintain building setback lines.
- Create civic districts around civic centers, public parks, public buildings or public grounds and establish regulations therefore.

The City is already divided into land use zones and the regulations for each zone are set forth in the Zoning Ordinance. These regulations apply uniformly throughout the area of areas included in each zone. Amendments to the zoning map (change of zone) require one public hearing before the Planning Commission. If approved by this body, they are forwarded to the City Council for a public hearing and final action. If a petition is denied by the Commission, the matter may be appealed to the City Council.

The general zoning issues observed in Montclair, as well as in many other cities, arise from many sources. The primary force involved is the constant pursuit by individual prepay owners of greater economic values for their land, either developed or undeveloped.

Zone change, as a municipal process, is the vehicle through which most of these activities are funneled. Even with the guidance of a well thought out General Plan, it is difficult to solve all of the individual desires that property owners present for consideration by the legislators. Some guidelines may, however, be helpful. In reviewing a proposed change, the following conditions should be evaluated:

- If the change can cause problems of traffic congestion, if it can endanger the health, reduce the degree of privacy, increase the exposure to noise or activities that are incompatible with the surroundings, then the change should not be permitted.
- If a change would expose a greater number of people to unfavorable living conditions, then this petition should not be approved.
- If a change would improve the economic situation for an applicant while placing many neighboring properties in economic jeopardy, this is special privilege and should not be approved.
- If the proposed change would be contrary to the recommendations of the General Plan, the change should be disapproved, or at least be tabled until after the Commission and Council restudy the General Plan to determine if the area within which the change is proposed can be adjusted to make the proposed uses compatible with their environment.

The General Plan and the Development Plan for Land Use

The relationship between the General Plan and the Development Plan for Land Use (zoning map) is often misunderstood by both City officials and the public. The lack of understanding can seriously reduce the effectiveness of zoning administration and planning policy. The General Plan is a long-term "outline" for the logical development of the community and should, therefore, be used as a guide in matters related to zoning administration and particularly zone changes.

The following illustrations are intended to describe the relationship between the General Plan and the Zoning Ordinance and to assist public agencies and the legislative body in their daily confrontation with problems of community growth and change.

- **General Plan Not Zoning.** The General Plan, when adopted, does not change any existing zoning either to a more or less intensive use classification. Changing of any zone classification requires a special procedure as outlined previously.
- **Consistency Between Zoning and the General Plan is Required.** At the time new development is proposed, the zoning designation utilized in processing the application must be consistent with the General Plan. If a change is proposed, the consideration of an amendment to the General Plan should be handled concurrent with the processing of the various other parts of the development program.
- **The General Plan is Policy.** The General Plan is a tool for decision making. The Zoning Map is legislation, a precise set of regulations governing the use of real property.

Other Development Plans

In addition to the Development Plan for Land Use, other Development Plans, some existing and some yet to be prepared, include:

- Development Plan for Community Design;
- Development Plan for Circulation and Transportation;
- Development Plan for Community Landscape Architecture;
- Development Plan for Parks and Open Space;
- Development Plan for the Civic Area;
- Development Plan for Public Utilities; and
- Development Plans for Housing Programs

The State Planning and Zoning Law establishes the enabling legislation for the preparation and adoption of the specific Development Plans. This law provides that a Development Plan may include the following:

- Regulations limiting the location of buildings and other improvements with respect to existing or planned rights-of-way.
- Regulations on the use of land and buildings, the height and bulk of buildings, and the open space about buildings.
- Street and highway naming and numbering plans.
- Such other matters which will accomplish the purpose of good planning procedure and administration and ensure the execution of the General Plan.

The Development Plan thus can be utilized as a practical means of ensuring that development will conform to reasonable lot area standards in those locations where property ownership is fragmented.

Development Plans are adopted in the same manner as the General Plan. One public hearing is required before the Planning Commission, and one hearing must be held before the City Council. Notices of time and place for both are required 10 days prior to the hearing. The Planning Commission may approve the plan by resolution and then transmit their recommendations to the Council. The Council adopts the plan by either resolution or ordinance.

The City may establish administrative rules and procedures for the application and enforcement of Development Plans and regulations (zoning) and may assign such administrative functions, powers and duties to the city Planning Division.

No street shall be improved and no sewers or connections of other improvements shall

be laid in any street or any area for which a specific development plan has been adopted until the plans have been submitted to the Planning Commission for review as to conformity of the proposals with adopted plans.

The review by the Planning Commission of plans prepared by the developer falls under the Precise Plan of Design section of the Montclair Municipal Code.

Development Program for Capital Improvements

One of the most important tools for implementing the General Plan is a program for capital improvements.

California State Planning Act assigns to the Planning Commission the responsibility of preparing, at least five months before the start of the fiscal year, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year. The Commission should review the recommendations of the various departments and, weighing each proposal against the General Plan, submit a list of project priorities and recommendations on methods of financing each project. The Planning Commission should not be limited by the recommendations of the departments. It should initiate suggestions for projects based upon its experiences in administering the General Plan.

It is, of course, the responsibility of the City Manager to make the final determination as to which projects, and in what order, will be included in the fiscal budget for submission to the City Council. While recognizing that over a period of time, priorities may change, it is recommended that a system of budgeting capital improvements over a substantial period of time be initiated. The time period might be as short as five years or as long as ten years. The time period is less important than the idea of systematically planning for the implementation of needed community improvements.

Subdivision Regulations

The Montclair Municipal Code contains the regulations for the subdivision of currently vacant land within the City. These regulations are set forth fulfilling the requirements of the Subdivision Map Act of the State of California, which states that each city shall "adopt an ordinance regulating and controlling the design and improvement of subdivisions."

Enforcement of the subdivision regulations assures that the ultimate user will find adequate streets and access, adequate public facilities, and a sound relationship between the property and other properties. The minimum area and dimensions of property are set forth in the Zoning Ordinance.

The subdivision and zoning regulations should be designed to allow for innovative techniques in residential development as discussed in the Housing Element of the General Plan.

The subdivision regulations are most important in their application in the southern portions of the planning area where the number of large parcels of vacant land is quite significant.

Current Planning Administration

Current planning administration deals with the daily review, interpretation and enforcement of all of the above-implementation plans and programs. Careful attention should, therefore, be given to this part of the implementation process.

Coordination

The communication between the city and other public agencies concerned with the development process should be continuous. The Planning Division, by keeping the land use inventory and other growth records up to date, can keep the local school board, the

public utility companies, and other governmental agencies informed on the directions of growth and on the changes taking place within the community. This information should be available to the county and other interested public and private agencies. In return, these agencies should keep the city informed on the types of development that are being contemplated in their jurisdictions and how such activities will affect the city.

Citizens' Committees

Citizens' committees have played an important role in the planning process within Montclair. It is recommended that citizens' committee activities be encouraged and expanded so that the General Plan and all development programs can be based on maximum involvement and true reflections of the aspirations of the citizens.



PROGRAM EIR



**DRAFT PROGRAM
ENVIRONMENTAL IMPACT REPORT
SCH No. 98111001**

CITY OF MONTCLAIR GENERAL PLAN UPDATE

Lead Agency:

**CITY OF MONTCLAIR
COMMUNITY DEVELOPMENT DEPARTMENT
5111 Benito Street
P. O. Box 2308
Montclair, California 91763
(909) 621-1584 FAX
(909) 625-9432**

Prepared by:

**L. D. KING, INC.
2151 Convention Center Way, Suite 100B
Ontario, California 91764-4464
(909) 937-0202 FAX
(909) 937-0200**

April 1999



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1.1 INTRODUCTION

As indicated in Section 65030.1 of the California Government Code (CGC), the State Legislature "finds that decisions involving the future growth of the state, most of which are made and will continue to be made at the local level, should be guided by an effective planning process, including the local general plan, and should proceed within the framework of officially approved statewide goals and policies directed to land use, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, and other related physical, social and economic development factors."

The City of Montclair (City or Montclair or Lead Agency) has commenced a comprehensive planning and environmental review process for the purpose of updating the following documents: (1) the existing 1983 "City of Montclair General Plan" (1983 General Plan); (2) the existing Housing Element, adopted in 1990; (3) any associated revisions to Title 9 (Planning and Zoning) of the "City of Montclair Municipal Code" (Municipal Code); and (4) any associated revisions to the "Redevelopment Plans for Project Area Nos. I-V" (Redevelopment Plans) that may result therefrom. Adoption of an updated general plan may further necessitate revisions to one or more of the specific plans that have been adopted by the City and provide area-specific development regulations for defined subsections of the City.¹

The 1983 General Plan, as mandated under Section 65300 et seq. of the CGC, constitutes the community's current policy document relative to the City's long-term vision for its physical development. The Municipal Code contains the City's regulations for the implementation of those policies. The Redevelopment Plans presents the strategy of the Montclair Redevelopment Agency for the elimination of those blighting conditions evident within

and throughout the City that adversely affects the attainment of those policies. Specific plans provide for the systematic implementation of the general plan, containing standards and criteria by which development can proceed within those areas governed by those specific plans.

The City's Community Development Department (Department), in cooperation with the General Plan Citizen Advisory Committee (GPCAC),² has prepared a set of draft revisions to the 1983 General Plan (General Plan Update).³ The General Plan Update identifies the changes, revisions, additions, and other modifications to that document as required to describe the current conditions and represent the current policies of the community.

The proposed changes and associated revisions to the 1983 General Plan and any subsequent amendments to the Municipal Code, Redevelopment Plans, and/or any of the City's adopted specific plans, as may be required to ensure internal consistency amongst those documents, constitute a "project" as defined under the California Environmental Quality Act (CEQA)⁴ and the "Guidelines for Implementation of the California Environmental Quality Act" (Guidelines).⁵ As defined therein, a "project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment" and includes, but is not limited to, "[a]n activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of local general plans or elements thereof pursuant to Government Code Sections 65100-65700."⁶

Projects that are so defined are subject to compliance with both CEQA and the Guidelines,⁷ notwithstanding whether those

activities are sponsored by public agencies or by private parties. Since it is the policy of the State that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects," CEQA imposes an obligation on the City to analyze and disclose the potential environmental impacts that may result either directly or ultimately from its actions.

In order to provide the agency's decision makers and the general public with the information required to make informed decisions in light of the potential environmental consequences of those decisions, CEQA establishes both a formal procedure for the review of pending development activities and a variety of document types for the disclosure of the environmental effects of those actions. A decision as to the appropriate type of environmental documentation required to assess a project's impacts is the result of a preliminary review undertaken by the agency with the primary permit responsible over the project, identified as the Lead Agency.⁸

The most common form of environmental documentation is an environmental impact report (EIR). As defined in Section 15362 of the Guidelines, an EIR is a detailed statement prepared under CEQA describing and analyzing the significant effects of a project and discussing ways to mitigate or avoid the project's effects.⁹ As further indicated in Section 15121 therein, "an EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project." If the Lead Agency can determine that an EIR will be required for the project, the agency can skip past its initial project review and begin work directly on the EIR.

The City conducted a preliminary review of the potential environmental effects that may result from the adoption of the General Plan Update and the implementation of the plans, policies, and programs outlined therein. Based on that review, the City¹⁰ concluded that the adoption and implementation of that public policy document, including the annexation and subsequent development of certain unincorporated areas located outside the current corporate boundaries of the City, had the potential to produce physical changes within the project's planning area. The City further concluded that those changes had the potential to produce significant or potentially significant environmental effects.¹¹

As a result, the City initiated preparation of an EIR for the proposed General Plan Update and prepared and disseminated a "Notice of Preparation" (NOP) soliciting comments from other public agencies, organizations, and individuals for consideration therein. The NOP commenced a 30-day comment period during which agencies and affected individuals were provided an opportunity to submit pre-circulation comments to the City relative to the issues, alternatives, and mitigation measures that should be considered by the City in its assessment of project-related and cumulative environmental impacts. A copy of the NOP and all written comments received by the City thereupon is included in Appendix A (Notice of Preparation and Comments) herein.

1.2 GENERAL PLAN REQUIREMENTS

- As required under Section 65300 of the CGC, "each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The general plan



expresses the community's development goals and embodies public policies relative to the distribution of future public and private land uses. The general plan serves to bridge the gap between a community's values, visions, and objectives, and physical decisions, such as subdivisions and public works projects.¹² Preparing, adopting, implementing, and maintaining the general plan serves to:

- Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development;
- Provide a basis for local government decision making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making processes of their community;
- Inform citizens, developers, decision makers, and other cities and counties of the ground rules that guide development [and redevelopment] within the community.¹³

As required under Section 65302 of the CGC, a general plan must include seven "mandatory" elements (i.e., land use, circulation, housing, conservation, open space, noise, and safety) and may include such other "optional" elements as may, in the sole judgment of the agency, be deemed appropriate to address the full range of issues affecting the community. The general plan shall address each of the required elements "to the extent that the subject of the element exists in the planning area. The degree of specificity and level of detail of the discussion of each such element shall reflect local conditions and circumstances."¹⁴

In compliance with that requirement, the City previously adopted, and has periodically revised, a comprehensive general plan as the primary policy document for the community. Section 65350 et seq. of the CGC authorizes local agencies to amend their general plans in accordance with the policies and procedures outlined therein. This "project" has been initiated in

accordance with that authority and is undertaken to ensure that the adopted plans and policies of the City reflect the current conditions within the community, the current policy direction of the Montclair Planning Commission (Commission) and City Council (Council), and present an implementation program designed to guide the City's future actions and assist in the Commission's and Council's future deliberations.

The elements of the general plan may, at the discretion of the city or county in whose jurisdiction the general plan applies, be combined in such manner as deemed appropriate by that agency. The format must, however, comply with all applicable requirements regarding the content and adoption of each mandatory general plan elements. As indicated in the 1983 General Plan, it has been the historic policy of the City to combine both mandatory and optional general plan elements in a manner deemed to be best suited to the needs of the City. In accordance with that authority, the 1983 General Plan and this General Plan Update have been formatted in a manner that combines individual mandatory and optional elements and presents those elements under one of three major headings: Development Issues, Public Health and Safety Issues, and Environmental Issues.

1.3 PROGRAM ENVIRONMENTAL IMPACT REPORT

At the community-wide level, when no site-specific development or redevelopment projects and no project-specific capital improvement projects are presented in sufficient detail to allow a site-specific analysis, it may not be possible to fully assess the direct effects associated with the intensification of any individual parcel or parcels within the City. In the absence of a list of pending projects, the description of the physical changes that are assumed to occur within the community are derived from a more generalized assessment of existing land use patterns and proposed land use



policies. As indicated in Section 15146 of the Guidelines:

The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy. An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

Since CEQA focuses on physical changes to the environment, development assumptions are based on the theoretical change between existing "baseline" conditions and those potential future conditions that may be authorized under those proposed policies. It is not sufficient to merely define the project as that physical change that may occur based solely on a comparison between existing (1983 General Plan) and proposed (General Plan Update) land use standards.

As a means of illustration, assume that a vacant lot exists in a single-family zone. Under the existing plan, one new dwelling could be developed on that property. Alternatively, under the proposed plan, that same single-family lot will now be designed to authorize the development of a duplex. Site intensification will, therefore, result in the potential development of two new dwelling units within the City. If the impacts of the pending project were defined as only the change in public policies (e.g., single-family to duplex), the potential effects of the new plan would be those associated with the introduction of only one new unit (i.e., reflecting the change from single-family to

duplex). Since CEQA focuses on physical changes, the impacts of the pending project are those associated with the conversion of the vacant property to a duplex (i.e., two additional units).

Although the build-out assumptions presented herein were derived based on a block-by-block assessment of existing conditions and proposed policies, at the community-wide level, it is not possible to conduct individual parcel-by-parcel assessments of the direct impacts associated with that development. Under such circumstances, CEQA authorizes public agencies to prepare a "program EIR" as the environmental basis for the adoption of a new or revised general plan.¹⁵ Although individual development, redevelopment, and capital improvement projects may not be examined at a site-specific and project-specific level of detail, a program EIR allows agencies to focus on the secondary and cumulative impacts of those activities authorized under the proposed general plan "program" that may otherwise be slighted in a case-by-case analysis of each future project as it comes "on line."¹⁶

Throughout this program EIR, except as otherwise noted, the terms "project" and "program" are assumed to be interchangeable. Although all development and redevelopment activities authorized under the General Plan Update constitute a "program," within the meaning of CEQA, those activities collectively constitute the "project" analyzed herein. Similarly, the term "project" may be used in the context of later development or redevelopment activities that may occur within the City and its Sphere of Influence following adoption of the General Plan Update.¹⁷

Section 15183 of Guidelines minimizes the need for future environmental review of residential projects determined to be consistent with the community's general plan and where an EIR has been certified by the lead agency for that general plan. As later

development, redevelopment, and capital improvement projects are proposed within the community, the City will conduct a preliminary review of those activities to determine the appropriate manner of CEQA compliance. For many such projects, the City may be able to conclude that the analysis presented herein provides a sufficient environmental basis (under CEQA) for the consideration of those projects.

Should further environmental review for later site-specific activities be required, the Lead Agency is authorized to "tier" those subsequent or supplemental reviews based on the information, analysis, and conclusions presented herein. As indicated in Section 15152 of the Guidelines:

"Tiering" refers to using the analysis of general matters contained in a broad EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project. Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. . Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.

In accordance with the provisions of CEQA and the Guidelines, later site-specific and

project-specific activities consist with the General Plan Update or consistent subject to rezoning of the pending project to achieve or maintain consistency¹⁸ may be tiered from this program-level assessment.

1.4 INTEGRATION OF THE PLANNING AND ENVIRONMENTAL REVIEW PROCESSES

1.4.1 Concurrent Document Preparation

Under a typical development process, a project proponent would submit a development application for the City's preliminary review. Based on that review, the City would prepare an initial study pursuant to Section 15063 of Guidelines. As indicated therein, the stated purpose of the initial study is to "provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration."

This approach places the lead agency into a "reactive" mode wherein the agency merely responds to the development proposal as submitted. The agency does not typically seek to modify the application for the purpose of avoiding or minimizing the potential environmental effects that may result, either directly or indirectly, from that project's implementation. Alternatively, under this general plan program, the General Plan Update and this program EIR have been concurrently prepared. This approach has allowed the City to be "proactive" and to modify the draft General Plan Update in response to the information derived through this environmental analysis.

Revisions to the preliminary draft General Plan Update are most evident in the area of impact mitigation. Based on the analysis of each topical environmental effect identified herein, programmatic and cumulative environmental impacts were identified. For those impacts deemed to be significant or potentially significant prior to mitigation, the City identified various actions that could be

undertaken to reduce or avoid those effects. Those actions were then incorporated into the draft goals, objectives, policies, plans, and programs outlined in the General Plan Update, thereby modifying the project to include those measures. The result of this approach has been a "dynamic" general plan document that has evolved in its continuing development to ensure the integration of environment planning principles as a key focus therein.

1.4.2 Integrating CEQA Documentation as Part of the General Plan

As indicated under Section 21003(a) of CEQA, "local agencies [shall] integrate the requirements of this division with planning and environmental review procedures otherwise required by law or local practice so that all those procedures, to the maximum feasible extent, run concurrently, rather than consecutively." As further indicated in Section 15004(b) of Guidelines, EIRs "should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment."

In accordance with these provisions, the City commenced the environmental review of the General Plan Update concurrently with the preparation of that draft document. In that fashion, the City sought to fully integrate environmental considerations into that planning process, physically incorporate the EIR into the General Plan Update, seek efficiencies in the fulfillment of its procedural obligations,¹⁹ and, through that action, allow for the concurrent review of those interrelated documents. Referencing Section 15166 of the Guidelines:

The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan, or element document, as the EIR and no separate EIR will be required if: (1) The general plan addresses all the points

required to be in an EIR by Article 9 of these guidelines, and (2) The document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required.

Section 15120 of the Guidelines states that EIRs "shall contain the information outlined in this [A]rticle [9], but the format of the document may be varied. Each element must be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed. The EIR may be prepared as a separate document, as part of a general plan, or as part of a project report."

As indicated in Article 9 of the Guidelines, requisite components of an EIR include, but may not be limited to: (1) a table of contents; (2) a summary, including areas of controversy and issues to be resolved; (3) a description of the project, including a list of agencies expected to use the EIR and a list of approvals for which the EIR will be used; (4) a description of the environmental setting; (5) a discussion of environmental impacts, including mitigation measures and alternatives to the proposed action; (6) a statement describing effects found not to be significant; (7) a list of organizations and persons consulted; and (8) a discussion of cumulative impacts.

As structured, the General Plan Update is comprised of a number of documents. Those documents (presently in draft form pending their adoption by the Council) which collectively constitute the General Plan Update and which fulfill the obligations of the CGC include, but are not limited to: (1) the "Existing Setting Report to the 1998 Montclair General Plan Update" (Existing Setting Report); (2) the "Montclair General Plan Policies" (Policies Document); and (3) the "Montclair General Plan Implementation Plan" (Implementation Plan). By this reference, each of these documents are incorporated herein and by this reference made a part hereof.



In response to the organizational structure of the General Plan Update, the City has elected to integrate this program EIR into the General Plan Update rather than prepare and process that CEQA document as a totally independent and peripheral component thereof. As a result, the General Plan Update includes this program EIR as a fourth component of that policy document.

The Existing Setting Report serves to fulfill the disclosure requirements outlined in Section 15125 of the Guidelines. The Policies Document contains the goals, objectives, and policies of the City that serve to establish and define the sought-after character of the community and serve to mitigate the significant or potentially significant environmental effects that may result therefrom. The Implementation Plan presents the City's action plan for the attainment of the goals, objectives, and policies presented in the Policies Document. The Implementation Plan, in combination with the Policies Document, outline those activities that have the potential for producing physical changes to the existing environment and serve to define the project examined herein.

Each of the additional mandatory components constituting an adequate EIR, as identified in Article 9 of the Guidelines, have been included under their corresponding section headings herein.

1.5 SCOPING AND CONSULTATION

In the preparation of this EIR, the City has undertaken extensive outreach efforts to solicit comments, suggestions, and recommendations for consideration herein. In addition to the active participation by the GPCAC, the City has consulted with a broad range of public agencies, individuals, and organizations. Formal consultation occurred with those parties potentially affected by the project, those parties possessing information concerning the project site or the resources located thereupon, and those entities from

whom later discretionary actions may be required.²⁰

Pre-circulation consultation included, but was not limited to: (1) the preparation and dissemination of environmental notices (as required under Section 21092 of CEQA); (2) consultation with other public agencies (pursuant to Section 21153 of CEQA and Section 15086 of the Guidelines); (3) consultation with transportation planning organizations and public agencies with transportation facilities within their jurisdictions (as required under Section 21092.4 of CEQA); and (4) consultation with affected water agencies (pursuant to Section 21151.9 of CEQA and Section 15083.5 of the Guidelines).

Written comments received by the City in response to the NOP are included in Appendix A (Notice of Preparation and Comments) herein. Comments received following the dissemination of the "Notice of Completion" (NOC), including the City's written responses thereto, are provided in Appendix B (Notice of Completion and Responses).

1.6 AGENCIES AND ORGANIZATIONS

In addition to the City's use of this document as the environmental basis for the adoption of the General Plan Update, revisions to the City's Municipal Code, amendments to the Redevelopment Plans, changes to any specific plan, and for the approval or conditional approval of any later actions, other local, regional, State, and/or federal agencies may elect to utilize the information presented herein as the environmental basis for the later discretionary actions²¹ of those agencies.

Presented below is a partial list of those agencies and organizations associated with the project, including potential Trustee and Responsible Agencies.²² The failure of the City to list a particular agency herein does not preclude that agency from subsequently

using this EIR as the basis for any later actions of those agencies.

Applicant:

City of Montclair
Community Development Department
 5111 Benito Street
 Montclair, CA 91763

Lead Agency:

City of Montclair
 5111 Benito Street
 Montclair, CA 91763

Planning Consultant:

L. D. King, Inc.
 2151 Convention Center Way, Suite 100B
 Ontario, CA 91764-4464

Potential State Responsible Agencies:

California Department of Transportation District 8
 464 W. Fourth Street, 6th Floor
 San Bernardino, CA 92401-1400

Regional Water Quality Control Board Region 8

3737 Main Street, Suite 500
 Riverside, CA 92501-3339

Potential Regional Responsible Agencies:

San Bernardino Associated Governments
 444 N. Arrowhead Avenue, Suite 203
 San Bernardino, CA 92401

San Bernardino County Local Agency Formation Commission
 175 W. Fifth Street, 2nd Floor
 San Bernardino, CA 92415-0490

South Coast Air Quality Management District
 21865 E. Copley Drive
 Diamond Bar, CA 91765

Potential County Responsible Agencies:

San Bernardino County Department of Transportation/ Flood Control
 825 E. Third Street
 San Bernardino, CA 92415-0835

Other Potential Responsible Agencies:

Inland Empire Utilities Agencies

9400 Cherry Avenue
 Fontana, CA 92335

Chino Basin Water Conservation District

4594 San Bernardino Street
 Montclair, CA 91763

Monte Vista Water District

10575 Central Avenue
 Montclair, CA 91763

Ontario - Montclair School District

950 West D Street
 Ontario, CA 91762

Chaffey Union High School District

211 West 5th Street
 Ontario, CA 91762

1.7 INCORPORATED BY REFERENCE

Pursuant to Section 15150 of the Guidelines, the Lead Agency is authorized to "incorporate by reference" all or portions of other documents that are a matter of public record and which contain information applicable to the pending project or the impacts associated therewith. As authorized thereunder, the following documents are hereby incorporated by reference hereof.

- "Existing Setting Report - 1998 Montclair General Plan Update" (City of Montclair, April 1999).

The Existing Setting Report describes the existing environmental setting as it exists within the planning area before the commencement of the project, both from a local and regional perspective. Although presented as a separately bound document, the Existing Setting Report constitutes the "environmental setting" as required under Section 15125 of the Guidelines.



- "1998 Montclair General Plan Goals, Objectives, and Policies" (City of Montclair, April 1999).

As required under Section 65302 of the CGC, "the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards and plan proposals." In fulfillment thereof, the Policies Document identifies the goals, objectives, and policies of the City as those policies relate to the mandatory and optional elements of the General Plan Update.

Since the General Plan Update and EIR have been concurrently prepared and since the EIR has been included in the General Plan Update as an integral component thereof, the information derived from the assessment of project-related and cumulative environmental effects has allowed the City to modify the draft general plan document prior to its public release to incorporate the preliminary findings of each topical analyses. The policy statements presented therein include those measures identified through this environmental analysis.²³

- "Montclair General Plan Implementation Plan" (City of Montclair, April 1999).

The Implementation Plan constitutes a coordinated set of specific measures, actions, and activities that the City intends to use to carry out the plans, policies, and programs contained in the Policies Document. The Policies Document, in combination with the Implementation Plan, constitute the "project description" required under Section 15124 of the Guidelines.

- "City of Montclair General Plan Update - CMP Traffic Impact Analysis" (RKJK & Associates, Inc., April 16, 1999).

In accordance with the "San Bernardino County Congestion Management

Program" (CMP), the City prepared the "City of Montclair General Plan Update - CMP Traffic Impact Analysis"²⁴ (CMP TIA). The CMP TIA was prepared in compliance with the CMP and undertaken to assess the traffic impacts associated with area-wide growth contributed by the City. Based on the resulting analysis, projected employment growth within the planning area was determined to significantly impact the regional transportation system. The CMP TIA, however, concluded that these impacts can be effectively mitigated below a level of significance through the payment of mitigate fees tied to each future project's "fair-share" contributions to identified roadway improvements.

Each of these documents are available for review and/or purchase at the City of Montclair Community Development Department (5111 Benito Street, Montclair, California 91763) during the regular business hours of the Department. The Department is the custodian of records for the General Plan Update and its accompanying CEQA documentation.

1.8 INDEPENDENT JUDGMENT

The preliminary findings presented herein reflect the independent judgment of the City relative to the nature and magnitude of the potential impacts resulting from the adoption of the General Plan Update and the subsequent build-out of the City and its Sphere of Influence in accordance with the plans, policies, and programs contained therein. Additionally, this document presents the independent judgment of the City relative to each of the alternatives examined herein and the efficacy of the recommended actions now proposed by the Lead Agency to reduce or avoid the significant or potentially significant environmental effects identified herein.

Endnotes:

¹ Including, but not limited to: (1) "Town Center Plaza Specific Plan"; (2) "Holt Boulevard Specific Plan"; (3) "Montclair Parkway Place Specific Plan"; and (4) "North Montclair Specific Plan."

² The GPCAC is a City Council-appointed advisory committee comprised of Montclair residents, civic leaders, and representatives of the business community formed to provide the Department with comments, suggestions, and recommendations for consideration in the formulation of revisions to the 1983 General Plan. The GPCAC has met regularly throughout the planning process and has greatly contributed to the development of draft documents and formulation of the vision for the community as reflected therein.

³ The term "General Plan Update" as used herein refers to those revisions to both the 1983 General Plan and 1990 Housing Element as may be ultimately adopted by the City Council at the conclusion of the City's planning and environmental review process, as reflected in the final actions of that decision-making body, inclusive of the certification of this program-level environmental impact report which is a component thereof.

⁴ Codified in Section 21000 et seq. of the Public Resources Code.

⁵ Codified in Section 15000 et seq. in Title 14 of the California Code of Regulations.

⁶ Section 15378(a)(1) of the Guidelines. This definition further elaborates upon the definition of "project" contained in Section 21065 of CEQA.

⁷ Pursuant to Section 21082 of CEQA and Section 15022(d) of the Guidelines, Montclair has adopted the State CEQA Guidelines as the City's local CEQA guidelines.

⁸ "Lead Agency" is defined under Section 15367 of the Guidelines as "the public agency which has the principal responsibility for carrying out or approving a project."

⁹ As required under Section 21002.1(e) of CEQA, "to provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead Agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

¹⁰ Pending certification by the City Council, reference to any actions undertaken by the City throughout this document are not intended to represent the position of the Planning Commission or City Council since neither the City's advisory nor decision-making bodies have formally reviewed either the proposed revisions to the 1983 General Plan or this EIR. Pending that review and any formal actions or recommendations by those bodies, the opinions, preliminary conclusions, and draft recommendations cited herein reflect the draft findings of the Department as derived through its independent technical analysis of the General Plan Update and the environmental impacts that may result therefrom.

¹¹ As required under Section 15003(f) of the Guidelines, "CEQA was intended to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." In compliance therewith the City has elected to undertake the preparation of this EIR to fully document and disclose the potential impacts resulting from the pending action. At the time of initiation of this analysis, the City had not determined that any significant environmental effects would, in fact, result from the project, only that the potential existed for such impacts to manifest as a result of project implementation.

¹² Office of Planning and Research, "State of California General Plan Guidelines," Adopted September 10, 1980, Revised 1998, p. 10.

¹³ Ibid.

¹⁴ Section 65302.1, California Government Code.

¹⁵ As defined in Section 15168 of the Guidelines, "a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) A logical parts [sic] in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans

or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

¹⁶ Section 15168(b)(2), Guidelines.

¹⁷ Reference to the adoption of the General Plan Update herein is not intended to suggest any predetermination on the part of the Council concerning that body's possible future actions relative to the General Plan Update. Since CEQA does not apply to projects that are disapproved (Section 15270, Guidelines), CEQA only applies should the City elect to approve or conditionally approve the General Plan Update or some alternative thereto.

¹⁸ Section 15152(e), Guidelines.

¹⁹ As required under Section 21003(f) of CEQA, "all persons and public agencies involved in the environmental review process [shall] be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment."

²⁰ Sections 21151.9 and 21153 of CEQA and Sections 15082, 15083, and 15083.5 of the Guidelines.

²¹ A "discretionary project" means "a project which requires the exercise of judgment or deliberations when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations" (Section 15357, Guidelines). Discretionary activities are distinguished from "ministerial" activities (i.e., involving little or no personal judgment) which are exempt from CEQA.

²² As defined in Section 15386 of the Guidelines, a "Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." Trustee Agencies include the California Department of Fish and Game, the State Lands Commission, the State Department of Parks and Recreation, and the University of California. As defined in Section 15381 of the Guidelines, a "Responsible Agency" means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project."

²³ The regulatory analogy of this action can be found in Section 15063(c)(2) of the Guidelines which indicates that one of the purposes of the initial study process is to "enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration." Mitigation measures which would have typically been formulated by the Lead Agency and included in the EIR (as conditions of approval) in response to the project's identified significant and potentially significant impacts have been included in the Policies Document and, by that incorporation, constitute components of the "project description" that define the physical changes to the "existing setting" analyzed herein.

²⁴ RKJK & Associates, Inc., "City of Montclair General Plan Update - CMP Traffic Impact Analysis," April 16, 1999.

2.1 INTRODUCTION

In accordance with the authority provided under Sections 15120 and 15166 of the Guidelines, this EIR has been integrated in and constitutes a component of the City's General Plan Update. As drafted, the General Plan Update is comprised of the following integrated components: (1) the "Existing Setting Report to the 1998 Montclair General Plan Update" (Existing Setting Report); (2) this "Program Environmental Impact Report for the City of Montclair General Plan Update" (EIR); (3) the "1998 Montclair General Plan Goals, Objectives, and Policies" (Policies Document); and (4) the "Montclair General Plan Implementation Plan" (Implementation Plan). Although included with the Policies Document herein, the Implementation Plan should be seen as a dynamic component of the General Plan Update that will undergo periodic review and modification.

As required under Section 15120(a) of the Guidelines, an EIR shall contain each of the items identified in Article 9, in Chapter 3 of Title 14 of the California Code of Regulations (i.e., Sections 15120-15132, Guidelines). As further required under Section 15166(a)(2) of the Guidelines, when the EIR is integrated into the general plan, the document shall contain "a special section or a cover sheet identifying where the general plan document addresses each of the points required." In accordance with that requirements, presented in Table 1 (Mandatory EIR Components) is a "road map" indicating where in the General Plan Update each of the mandatory elements outlined in Article 9 of the Guidelines are contained.

As required under Section 15123 of the Guidelines, an EIR shall contain a brief summary of the proposed action and its consequences. The summary shall include a brief description of the project, a listing of each identified significant environmental effect,¹ the mitigation measures² and project alternatives proposed to reduce or avoid

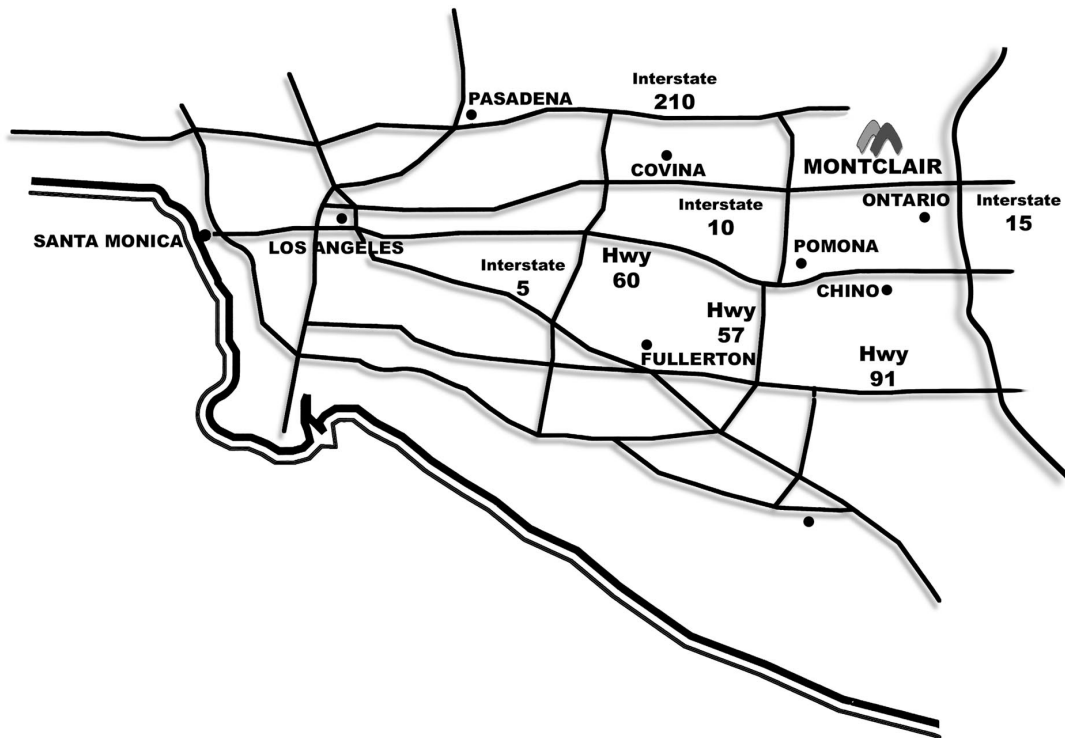
those effects, those areas of controversy known to the lead agency, and the identification of any issues to be resolved. As a "summary" of the information presented in the EIR, much of the text presented herein is also included in the corresponding section of the EIR where that information is presented.

2.2 PROJECT LOCATION

As illustrated in Exhibit 1 (Regional Vicinity Map), Montclair is located in western San Bernardino County (County). Montclair is located approximately 35 miles east of downtown Los Angeles and 30 miles west of the San Bernardino County Civic Center. 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 lie south of the City's corporate boundaries. South of that area, which is included in part within the City's Sphere of Influence and addressed herein, is the City of Chino. The planning area, inclusive of both the existing corporate boundaries of the City and its Sphere of Influence, is represented in Exhibit 2 (Planning Area Map).



Exhibit 1
**REGIONAL
VICINITY MAP**



MONTCLAIR



PLANNING AREA MAP



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PLANNING AREA



Table 1
MANDATORY EIR COMPONENTS

CEQA Section	Guidelines Section	Article 9 Requirements	Where Located in the General Plan Update
21061	15122	Table of Contents or Index	EIR (Table of Contents)
21061	15123	Summary	EIR (Section 2.0)
-	15124	Project Description	Policies Document and Implementation Plan
-	15125	Environmental Setting	Existing Setting Report
21100(b)(2)(A)	15126	Environmental Impacts	EIR (Section 5.0)
21061 and 21100(b)(3)	15126.4	Mitigation Measures	Policies Document (See Notes)
21061 and 21100(b)(4)	15126.6	Alternatives to the Proposed Action	EIR (Section 6.0)
21061 and 21100(b)(2)(B)	15126.6(c)	Significant Irreversible Environmental Changes	EIR (Section 5.5)
21100(b)(5)	15126.6(d)	Growth-Inducing Impacts	EIR (Section 5.4)
21100(c)	15128	Effects not found to be Significant	EIR (Sections 2.4.1 and 2.4.2)
21080.3, 21104, and 21153	15129	Organizations and Persons Consulted	EIR (Section 8.0)
21083(b)	15130	Cumulative Impacts	EIR (Section 4.0)
21091(d)	15132	Final Environmental Impact Report	EIR (Section 7.0)
<p>1. "Section" references in column one are from CEQA and "section" and "Article 9" references in columns two and three are from the Guidelines. Reference to "Sections" under column four refer to those chapters in this EIR or those components of the General Plan Update where the referenced materials have been included.</p> <p>2. Since the General Plan Update and EIR have been concurrently prepared, the information derived from the assessment of project-related and cumulative environmental effects has allowed the City to modify the General Plan Update prior to its public release to incorporate the preliminary findings of each topical analyses. Draft mitigation measures identified through each topic-specific analysis have been incorporated into the "project description," as reflected in part by the goals, objectives, policies, plans, and programs presented in the Policies Document and Implementation Plan. As a result, except as otherwise noted, no separate mitigation measures have been identified herein.</p>			

2.3 PROJECT DESCRIPTION AND OBJECTIVES³

2.3.1 Project Description

Section 65300 et seq. of the California Government Code (CGC) mandates that each city and county prepare a general plan to guide the future physical development of the city or county and for any additional lands outside its boundaries which in the agency's judgment bears a relationship to its planning. Once adopted, local agencies are authorized to amend the general plan or any element thereof. In accordance with that authority, the City has proposed a comprehensive update to its existing 1983 General Plan to include both the corporate area of the City (5.21 square miles) and the

City's Sphere of Influence (1.26 square miles).⁴

In addition to the mandatory elements required under Section 65302 of the CGC, public agencies are afforded the opportunity to prepare other optional elements (as authorized under Section 65303 of the CGC) for inclusion therein. Each of the following elements include goals, objectives, policies, plans, and programs that individually and collectively serve and shape the community:

- Land Use (mandated under Section 65302[a] of the CGC);
- Circulation (mandated under Section 65302[b] of the CGC);
- Housing (mandated under Section 65302[c] of the CGC);



- Community Design (an optional element);
- Public Safety (mandated under Section 65302[g] of the CGC);
- Noise (mandated under Section 65302[f] of the CGC);
- Public Utilities and Facilities (an optional element);
- Air Quality (an optional element);
- Conservation (mandated under Section 65302[d] of the CGC); and
- Open Space (mandated under Section 65302[e] of the CGC).

Since the California Environmental Quality Act (CEQA) focuses on physical changes to the environment, it is the City's Land Use Element that most directly influences the general distribution and general location and extent of land uses. In formulating the land use policies presented therein, the City's Community Development Department (Department) conducted a detailed assessment of the existing land uses then evident within the planning area and compared those land uses against existing public policies (as reflected in the 1983 General Plan) to identify future growth opportunities that may occur in accordance with those policies.

Focusing on the Sphere of Influence, the Department examined existing land uses as well as parcel sizes and configuration and compared those conditions to existing development patterns within and adjacent to the community. The Department formulated draft recommendations concerning possible deviations from existing land use policies and solicited comments and recommendations concerning those deviations from the City's General Plan Citizen Advisory Committee (GPCAC). Based on feedback obtained from the GPCAC, the Department prepared a draft land use plan for inclusion in the Land Use Element.

Based on the potential build-out projections contained in the draft Land Use Element, the projected increase in the number of dwelling

units, square footage of retail and non-retail development, number of jobs, and projected population increase for the period 1998 through 2015 are presented in Table 2 (General Plan Update Build-Out Projections: 1998-2015). As indicated therein, under the General Plan Update, an estimated 379 new dwelling units and 2,087,000 square feet of retail and non-retail development⁵ will be added to the City and its Sphere of Influence during this planning period.⁶

Table 2
GENERAL PLAN UPDATE BUILD-OUT PROJECTIONS:1998-2015

Category	Existing Baseline Conditions (Year 1998)	General Plan Build-Out Update (Year 2015)	Numeric Increase	Percent Increase
Residential				
Single-family (dwelling units)	7,346	7,725	379	5
Multi-family (dwelling units)	3,985	3,985	0	0
Total Dwelling Units	11,331	11,710	379	3
Employment¹				
Retail Employment (jobs)	6,560	9,087	2,527 ²	39
Non-Retail Employment (jobs)	10,007	15,828	5,822 ³	58
Total Jobs	16,567	24,915	8,348 ⁴	50
Population				
Population (individuals)	38,412	39,697	1,285 ⁵	3
<ol style="list-style-type: none"> 1. Employment projections as contained herein were derived by determining the amount of vacant, non-residentially designated lands within the planning area, as measured in acres. A broad range of land uses have been identified and specific floor-area-ratios (FAR) assigned to each use. Employment projections, derived on a per acre or per square foot basis, were then determined for each use and totaled to produce the employment projections presented herein. Recognizing that the precise nature of each land use and its employment potential cannot be known pending the City's receipt of a formal development application, this methodology accommodates a range of land uses as will be anticipated to occur in accordance with the policies of the General Plan Update. 2. Representing an estimated 631,750 square feet of new retail development based on a generalized average employment rate of 4 employees per 1,000 square feet. 3. Representing an estimated 1,455,250 square feet of new non-retail development based on a generalized average employment rate of 4 employees per 1,000 square feet. 4. Representing an estimated 2,087,000 square feet of both retail and non-retail development based on a generalized average employment rate of 4 employees per 1,000 square feet. 5. Based on a per unit population estimate of 3.39 individuals per household. 				

Although the above table is not representative of all changes to the existing 1983 General Plan presented in the General Plan Update, the development projections outlined therein serve, in part, to define the physical changes to the City and its Sphere of Influence associated with the pending action.

2.3.2 Project Objectives

No activity can succeed unless there exists a clearly defined goal or set of goals toward which that activity is undertaken. Similarly, progress toward goals' attainment cannot be effectively measured in the absence of a clearly defined outcome. In defining the City's "vision" for its future, the Policies Document contains a detailed list of goals and objectives that serve to define the conditions that the City seeks to achieve during this planning period (i.e., 1998 through 2015). The plans, policies, and

programs contained in the General Plan Update represent the means now proposed by the City to attain that desired end result.

Project objectives are also important in a CEQA context since they serve to define and limit the range of alternatives to the pending action that a Lead Agency shall consider in the EIR. As required under Section 15126.6(a) of the Guidelines, the EIR shall "describe a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

As acknowledged in the 1983 General Plan, "planning is a continuous process of guiding land development in accordance with established policy and towards predetermined goals and objectives."⁷ It is



the City's goal to ensure the adequacy and appropriateness of the General Plan Update as an important and internally consistent policy tool for both shaping the physical character of the City as well as its Sphere of Influence and for eliminating those obstacles that may prevent, limit, or otherwise restrict the attainment of the City's own "vision" for its future.

2.3.3 Permits and Approvals

This EIR serves as the environmental basis for: (1) the City's adoption of a comprehensive update to the 1983 General Plan; (2) amendments, modifications, additions, and related changes to the City's Municipal Code, Redevelopment Plans, and specific plans (including the adoption of new specific plans) as may be required to ensure internal consistency between those documents; and (3) the implementation and effectuation of those plans, policies, and programs presented therein.

Those later discretionary actions which are contemplated herein and, therefore, considered as part of this environmental analysis include, but may not be limited to:

- Annexation of real property, including any related organizational or reorganizational changes as may be required to implement the General Plan Update;
- Adoption of new specific and master plans consistent with the General Plan Update;
- Approval of tentative subdivision maps consistent with the land use policies presented therein;
- Issuance of conditional use permits, temporary use permits, and zoning variances consistent with the General Plan Update;
- Public acquisition and conveyance of real property for public purposes or in furtherance of identified public objectives;
- Execution of development and owner participation agreements;
- Improvements, repairs, upgrades, and extensions to infrastructure and utility systems;

- Implementation of capital improvement plans and programs;
- Expenditure of discretionary State and federal funds (e.g., CDBG and HOME) for eligible public and private activities;
- Issuance of grading and related local permits and approvals;
- Receipt of discretionary entitlements from other Responsible and Trustee Agencies with jurisdiction over resources contained in the planning area; and
- Applicable CEQA findings and determinations.

Except where a subsequent or supplemental EIR, negative declaration, or mitigated negative declaration is determined by the City to be required, this EIR provides the environmental basis for each of the above referenced actions. The City's failure to identify a discretionary action herein, however, does not preclude the City or other Responsible or Trustee Agencies from using this EIR as the environmental basis for those later actions.

2.4 ENVIRONMENTAL EFFECTS

The Governor's Office of Planning and Research (OPR), in that agency's role as State Clearinghouse (SCH), has prepared an "Environmental Checklist Form" (Checklist) which is broadly used by public agencies to identify the potential impacts associated with pending projects. Although the City elected not to prepare a detailed initial study for the project, that Checklist was reviewed as part of the agency's preliminary project assessment.⁸ Each of the "environmental factors" listed therein were considered by the City in its efforts to identify the issues to be addressed herein.

As part of this environmental assessment and general plan processes, the City undertook a detailed "scoping" process to solicit comments from public agencies and others concerning the potential environmental effects associated with the build-out of the City and its Sphere of

Influence under the proposed General Plan Update. All relevant comments received by the City have been fully considered and integrated into this environmental analysis.

Each of the potential environmental effects associated with the project can be categorized under one of a number of general environmental factors (e.g., earth, water, air). Within each of these topical categories there may, however, exist a number of additional general or specific impact areas that may be considered as subcategories of those environmental factors. Each of these separate impact areas are addressed under their corresponding section headings herein.

Since this EIR constitutes an integral component of the City's General Plan Update, the manner and sequence with which the environmental factors are presented herein correspond to the format developed by the City and presented in the remaining components of that document.⁹ In accordance therewith, the City has categorized all environmental factors as development issues, public health and safety issues, or environmental resource issues. Individual environmental factors addressed under each of these categories are identified below.

- **Development Issues:** (1) land use; (2) circulation; (3) population and housing; (4) community design and urban form; (5) public facilities (i.e., schools, libraries, water, wastewater, flood control, and solid waste); and (6) public utilities (i.e., electrical, natural gas, and communication).
- **Public Health and Safety Issues:** (1) geology; (2) noise; (3) air quality; and (4) police and fire prevention services.
- **Environmental Resource Issues:** (1) open space and recreation; (2) biological resources; (2) mineral resources; and (3) cultural resources.

Based on the City's preliminary findings, all identified environmental effects have been categorized under one of four possible headings, corresponding with the level of significance of those environmental effects. As a result of the City's independent analysis of project-related and cumulative environmental effects,¹⁰ each of the potential impacts identified herein have been categorized under one of the four following categories: (1) less than significant prior to the release of the NOP (i.e., no impact); (2) less than significant in this EIR (i.e., less than significant impact); (3) mitigable to below a level of significance (i.e., potentially significant unless mitigation incorporated); or (4) not mitigated below a level of significance (i.e., potentially significant impact).¹¹

Each of these categories of significant and the environmental factors applicable to each are briefly described below and more thoroughly discussed in Section 5.0 (Environmental Impacts) herein.

2.4.1 Impacts Determined to be Less than Significant Prior to the Release of the NOP

Prior to the release of the NOP, a number of environmental factors were determined by the City not to manifest at a level of significance and, therefore, have not been further addressed herein. This determination applies both to the anticipated impacts associated with the General Plan Update and each of the alternatives identified herein. By this determination, unless other substantial evidence is presented to the City to the contrary, no further analysis of these environmental factors are required either as part of the pending project or for any later development, redevelopment, or capital improvement activities that may result therefrom.¹²

Each of the environmental factors determined to result in a less-than-significant effect (prior to any mitigation) and the Lead Agency's supportive rationale for that determination are presented below.



Development Issues

- **Public Facilities.** The San Bernardino County Library is a special district with its own property tax rate. The County Library relies on growth in the assessed valuation to provide services. Project-related and cumulative impacts on County Library services and systems have been determined not to be significant and, therefore, have not been further addressed herein. The City is only a participant in the services provided by the San Bernardino County Library system. Based on that relationship, the City lacks a mechanism to effectuate significant changes to local library services within the community. The City is not currently contemplating a modification to that established relationship and is not considering withdrawal from the County Library system.
- **Public Utilities.** Electrical, natural gas, and communication services are all provided by individual utility purveyors operating under the rules and regulations of the Public Utility Commission (PUC). Based on information obtained by the City during the review of other development and redevelopment projects within the City, including prior consultation with each of those service providers, the City has determined that project-related and cumulative impacts on the services and systems provided by those purveyors will not manifest at a level of significance. As a result, no further analysis of the project's potential direct, indirect, and cumulative impacts on the following utilities has been provided herein:
- **Electrical Service.** Electrical service in the City and its Sphere of Influence is provided by the Southern California Edison Company (SCE). As indicated in the 1983 General Plan, "the existing Southern California Edison distribution facilities within the study area are adequate to meet future needs."¹³ Based on the limited

extent of new development anticipated as a result of the land use policies presented in the General Plan Update, the availability of existing distribution facilities within the general project area, and the fact that future development within the community has already been factored into the growth projections of SCE, future electrical service and any required system upgrades within the City and its Sphere of Influence can be accommodated without generating any significant environmental impacts.

- **Natural Gas Service.** Natural gas service is provided to residential and non-residential consumers within the planning area by the Southern California Gas Company (SCG). As indicated in the 1983 General Plan, "the existing Southern California Gas Company distribution facilities are adequate to meet the future services needs of the study area."¹⁴ Based on the limited extent of new development anticipated within the City and its Sphere of Influence, the availability of existing distribution facilities, and the fact that future development within the community has already been factored into the growth projections of SCG, future upgrades to existing natural gas services and systems can be provided without generating any significant environmental impacts.
- **Communication Service.** With deregulation, a number of different entities presently provide telephone service within the planning area. Based on the availability of existing services and systems, any upgrades required to accommodate projected demands can be provided without producing any significant environmental impacts.

Public Health and Safety Issues

- **Geology.** Project-related and cumulative environmental impacts relative to the following geologic and geotechnical factors were determined by the City not to



manifest at a level of significance as part of the Lead Agency's preliminary review of the project and are, therefore, not further addressed herein:

- **Seiche, Tsunami, and Volcanic Hazards.** Since there exist no large bodies of water within the City, since the community is located a substantial distance from the Pacific Ocean, and since there exists no evidence of recent volcanic activities within the region, each of these environmental factors were eliminated from further review.
- **Unique Geologic or Physical Features.** The topography within the planning area is typical of that characteristic of the Chino Basin. Except for the existing rock quarries (which are no longer in operation), there is little, if any, topographic variation within the planning area. From the east to the west there is only minimal differences in elevation and only about a two percent slope falls to the south. Within this area, there exist no distinctive or unique geologic or physical features.
- **Electromagnetic Fields.** Based on detailed scientific studies on the subject of potential health risk effects of human exposure to electromagnetic fields (EMFs), scientific literature presents findings that are inconclusive relative to any causative linkages between exposure to EMFs and increased cancer risks. At the general plan level, in the absence of any specific development proposal, additional investigation of this topical issue would not further existing scientific evidence relative to that relationship. As a result, no further analysis of EMF impacts on the community and its residents are presented herein.

Environmental Resource Issues

- **Biological Resources.** As indicated in the 1983 General Plan, "wildlife populations no longer exist in the study area due to the elimination of wildlife habitat."¹⁵ In recognition of the urbanized nature of the

City and its Sphere of Influence and the absence of any information indicating the presence or suspected presence of any protected plant or animal species or sensitive plant communities and habitats within the planning area that may be impacted by the proposed project, no analysis of program-related or cumulative biological impacts has been included herein.

- **Mineral Resources.** Although sand and gravel operations have historically occurred within the City, mining activities have ceased and reactivation is deemed infeasible based on current technologies. As indicated in the 1983 General Plan, "sand and gravel operations have ceased due to the poor economic return realized from current operations" and "no plans currently exist for further mining activities within the study area."¹⁶ No portion of the planning area contains areas possessing regionally significant aggregate resources.

2.4.2 Impacts Determined to be less than Significant in this EIR

A number of impacts examined herein have been determined by the City to not manifest at a level deemed to be significant. Alternatively, if initially found to be significant, the City has concluded that certain impacts can be effectively mitigated below a level of significance through the implementation of specific actions by the Lead Agency.

Except as otherwise noted herein, implementation of the goals, objectives, and policies contained in the City's Policies Document will effectively reduce program-related impacts to below a level of significance. The goals, objectives, and policies presented as part of the General Plan Update constitute components of the "project description" rather than as separate mitigation measures. The project, therefore, can be seen as "self mitigating."¹⁷

By this determination, unless other substantial evidence is presented to the City and subject to a determination of consistency with the plans and policies outlined in the General Plan Update, no further analysis of these environmental factors will be required for any later development or redevelopment activities that may result therefrom.¹⁸

Development Issues

- **Land Use.** In assessing potential land use impacts, a number of issues were examined including: (1) reduction in acreage allocated for agricultural use; (2) new development and redevelopment activities; (3) infrastructure and utility upgrades, repairs, and improvements; (4) land use conflicts; (5) residential and commercial rehabilitation; (6) displacement of existing housing opportunities; (7) annexation and reorganization activities; and (8) preparation, adoption, and modification of specific plans. Each of these issues were examined in the context of potential physical changes to the existing environmental setting attributable to the build-out of the planning area in accordance with the land use policies presented in the General Plan Update. Relative to each of those issues, based on the limited magnitude of development and redevelopment activities authorized hereunder, the proposed project will neither directly nor indirectly produce a significant effect on the environment.
- **Circulation.** Traffic impacts relating to City-wide and area-wide growth were evaluated in the context of the "San Bernardino County Congestion Management Program" (CMP). As indicated in the "City of Montclair General Plan Update - CMP Traffic Impact Analysis"¹⁹ (CMP TIA), projected employment growth throughout the planning area will contribute more than 80 trips, representing the CMP roadway threshold volume, at 27 CMP intersections.

A number of these intersections are projected to operate at a Level of Service (LOS) "E" or "F" condition in the year 2015 unless improvements to those intersections are implemented. Those intersections include: (1) Monte Vista Avenue at (a) State Route (SR) 30 Freeway eastbound ramps, (b) Foothill Boulevard, and (c) Arrow Highway; (2) Central Avenue at (a) Foothill Boulevard, (b) Moreno Street, (c) SR-60 Freeway eastbound ramps, and (d) Riverside Drive; and (3) Euclid Avenue at Mission Boulevard. Those improvements identified in the CMP TIA, however, will effectively mitigate those future year conditions and produce LOS "D" or better conditions during peak hour periods.²⁰

Projected employment growth within the City contributes traffic greater than the CMP freeway threshold volume of 100 two-way trips to three freeway segments (i.e., I-10, SR-60, and SR-30 Freeways). Horizon year (2015) LOS conditions along those freeway segments were examined in the CMP TIA. Freeway improvements needed to provide LOS "E" or better operations, representing the CMP threshold, during both peak hours were identified.²¹ Implementation of those roadway and freeway improvements identified in the CMP TIA will effectively reduce project-related and cumulative traffic impacts below a level of significance.

- **Population and Housing.** Project implementation will result in the introduction of an estimated 1,285 new City residents and 379 dwelling units over the planning period. When viewed in the context of the existing population (38,412 individuals) and existing housing stock (11,331 total dwelling units) within that area, this increase is not seen as substantial. This anticipated growth is less than that predicted by the Southern California Association of Governments (SCAG) and identified in that agency's "Regional Comprehensive Plan and

Guide." Since predicted local growth has been considered as part of regional growth forecasts, the potential impacts resulting from those activities are deemed to be less than significant.

- **Community Design and Urban Form.** Although implementation of the land use policies presented in the General Plan Update will encourage the further urbanization of the planning area, including the conversion of 233 acres of vacant property and 141 acres of existing agricultural use to more intensive uses, those changes will not substantially transform the community or significantly alter its existing visual character.
- **Public Facilities.** Program-level impacts on numerous public facilities have been examined herein, including public schools, water and wastewater facilities, flood control, and solid waste. Although increased development and redevelopment activities will increase demands upon each of those services and systems, with the exception of cumulative solid waste impacts (as discussed in Section 2.4.3 [Impacts that Cannot be Mitigated to Below a Level of Significance]), the City concludes that such increase will not manifest at a level deemed to be significant.

Public Health and Safety Issues

- **Geology.** No significant landform alterations are predicted to occur as a result of project implementation. Seismic influences within the planning area are characteristic of those evident throughout the area and will not result in unique or significant impacts, either upon existing uses or upon those future uses individuals anticipated during the planning period, including those improvements and individuals associated therewith. Compliance with the most current "Uniform Building Code" (UBC) standards will ensure that all such activities are fully mitigate any potential impacts resulting

from both area-wide seismic forces and site-specific soils conditions.

- **Noise.** The major noise source within the planning area is automotive traffic along the community's arterial highway network, including the I-10 Freeway. As traffic volumes increase, both as a result of additional development with the City and its Sphere of Influence and as a result of regional growth predicted during the planning period, noise levels proximal to those roadways will increase. However, to increase noise by 3 dBA (representing the level of audible change), traffic volumes would have to double. None of the streets examined are predicted to experience that level of traffic growth.

In addition to traffic noise, other noise sources within the project area relate to those associated with commercial and industrial land uses. Additionally, noise associated with residential land uses can occasionally become a nuisance to adjoining receptors. The City's Noise Ordinance imposed limits relative to the off-site transmittal of noise associated with those uses, including equipment and other operational noise sources and noise generated by other on-site activities. Compliance with and enforcement of those standards ensures that any such noise is mitigated below a level of significance.

- **Construction Air Quality.** The City has concluded that all construction-term air quality impacts can be mitigated below a level of significance through the implementation of those emission reduction strategies identified by the South Coast Air Quality Management District (SCAQMD) and contained in that agency's "CEQA Air Quality Handbook" (Handbook). The City will, however, continue to use the "screening tables" included therein (or as subsequently modified by the SCAQMD) as the basis for assessing the potential significance of future project-related impacts.



- **Police and Fire Protection.** As the planning area further intensifies, increased demands will be placed on existing police and fire protection personnel, equipment, and facilities. Those demands may predicate the need to exist not only existing personnel but require the acquisition or provision of new equipment and/or facilities over the planning term. Since the City, through its annual budget review, has the ability to effectively response to those demands, project-related impacts are not predicted to be significant.

Environmental Resource Issues

- **Open Space and Recreation.** Although existing park-to-population ratios fail to meet adopted City standards, the acquisition and development of an additional 3.9 acres of park lands will fully accommodate development and redevelopment activities authorized under the General Plan Update. Alternatively, this expanded acreage can be accommodated through joint use agreements between the City and local school districts authorizing public use of existing playground and athletic fields associated with those school sites during those periods when school is not in session.
- **Cultural Resources.** Based on the absence of any recorded archaeological sites within the City, the highly urbanized nature of the planning area, the absence of significant undisturbed areas, and the presence of an adopted City ordinance designed to promote the preservation of historic properties, impacts on prehistoric or historic resources are deemed to be less than significant.

2.4.3 Impacts that Cannot be Mitigated to Below a Level of Significance

Based on a program-level assessment of the pending project, the City has identified those environmental factors that may occur at a

significant or potentially significant level as a result of the adoption and implementation of the General Plan Update. Although specific measures (i.e., policy statements) have been formulated to reduce those effects, the City has preliminarily concluded that the following impacts cannot be mitigated below a reasonable threshold of significance.

These preliminary findings do not impose an obligation on future development or redevelopment projects to repeat or augment the analysis presented herein nor does these finding require all such future activities to initiate the preparation of an environmental impact report as the CEQA basis for those actions. Through the identification of the following cumulative effects herein, the City has acknowledged both its relationship to overall development activities within the region (e.g., Chino Basin) and the reality that environmental impacts have the potential to extend beyond the confined established by jurisdictional boundaries.

It should be noted that development only occurs in response to or in anticipation of market demands or in response to an identified need. From a cumulative impact perspective, development and redevelopment activities within the region will continue to occur notwithstanding the City's actions (or non-actions) concerning its general plan. A reduction in development potential within the City has the potential to translate into increased development demands in other areas, such that the cumulative effects of local and regional development will remain constant notwithstanding the rate, type, or number of development approvals authorized by the City.

The City has identified all actions available to the Lead Agency to minimize, reduce, avoid, rectify, and compensate for these cumulative effects. Similarly, certain significant environmental effects will continue to occur notwithstanding any actions (or non-actions)

taken by the City. As a result, the City has only a limited ability to instigate actions resulting in a reduction of these effects. This ability to significantly alter the occurrence of these effects is even further diminished at the site-specific or project-specific level.²²

Development Issues

- **Cumulative Solid Waste.** Regional development activities will significantly increase the quantity of materials requiring disposal at existing solid waste landfills. Since permitted landfills within the County are rapidly reaching design capacities, new landfill sites will be needed to ensure the availability of sufficient long-term capacity to accommodate projected cumulative demands. Since no suitable sites exist within the City or its Sphere of Influence, the City must rely on County and regional efforts to respond to projected disposal demands.

Public Health and Safety Issues

- **Operational Air Quality.** Based on the projected number of new dwelling units and square footage of non-residential development anticipated over the planning period, the operational impacts of all residential and non-residential development and redevelopment activities is projected to the threshold standards for significance identified by the SCAQMD. The City, therefore, concludes that operational impacts associated with development and redevelopment activities authorized hereunder will result in the generation of emission levels deemed by the City to be significant
- **Cumulative Air Quality.** In recognition of the current "non-attainment" status of the South Coast Air Basin (SCAB) for ozone,²³ area-wide development and redevelopment activities will further exacerbate existing pollution levels now evident throughout the region. Although the local contribution to those emissions is

de minimum, pending an attainment determination, cumulative air quality impacts are deemed to be significant.

2.5 PROGRAM ALTERNATIVES

As required under the Guidelines, EIRs are required to describe a range of alternatives to the project that, if enacted, would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the project's significant effects. The EIR shall briefly describe the rationale for the alternatives selected. For those alternatives initially considered but subsequently eliminated from review, the EIR shall present the agency's rationale for their rejection.

Each of the alternatives that were initially identified by the City but subsequently rejected as inappropriate or infeasible and not included herein and each of the alternatives addressed in this EIR are briefly described below.

2.5.1 Alternatives Considered but Subsequently Rejected

A number of project alternatives were considered and subsequently rejected by the City. The following alternatives were rejected either because these options were deemed to be infeasible or lacked a reasonable likelihood of resulting in the avoidance or substantial reduction of the project's significant or potential significant environmental effects.²⁴

- **Alternative Program Site.** For some projects, impacts can be avoided or reduced merely by relocating the project site (e.g., moving the project out of a sensitive resource area). In recognition of this possible impact avoidance strategy, the Guidelines contain provisions for the consideration of alternative project sites and acknowledge that "in some cases there may be no feasible alternative location."²⁵ Since the project constitutes



an update to the City's 1983 General Plan, other than an alternative configuration of the planning area, the project is required to address those areas located within both the corporate boundaries of the City and its adopted Sphere of Influence. Although the City could theoretically formulate plans for other areas, those plans would not be binding upon those areas so affected and would not serve to further sound planning decisions for those areas under the City's current or future jurisdiction.

- **Down-Zoning Alternative.** Not all properties within the City are currently developed to the maximum intensity authorized under the 1983 General Plan. As a result, one of the alternatives potentially available to the City is to "freeze" the City as it now exists and to redesignate each parcel to reflect the current land uses located thereupon. This action would reduce or eliminate the introduction of new, or the exacerbation of existing, environmental impacts associated with site intensification.

This action would, however, penalize those property owners who have not developed their properties to the intensities authorized under existing land use policies and result in no or only limited economic use for those vacant properties within the City. Similarly, this action would not allow individual property owners to respond to existing and future market demands for new residential and non-residential uses. By creating a disincentive to private investment, the City may be establishing blighting influences within the community.

- **Modification of the Program Planning Area Alternative.** The area addressed in the General Plan Update is confined to the City's adopted corporate boundaries and those unincorporated areas identified by the Local Agency Formation Commission (LAFCO) as within the City's adopted Sphere of Influence. The southern terminus of that planning area is Phillips

Boulevard. South of Phillips Boulevard (i.e., between the Los Angeles County line on the west, Central Avenue on the east, and the Pomona (SR-60) Freeway on the south), there exists other unincorporated areas that the City could assert where appropriate for inclusion within Montclair's Sphere of Influence. The expansion of the study area will not result in the avoidance or reduction of any identified impacts; therefore, the inclusion of this area fails to fulfill CEQA's intent for a reasonable project alternative.

Similarly, the City could limit its planning program to only those areas within the City's existing corporate boundaries, relegating land use planning in adjoining unincorporated areas to the County of San Bernardino or to other adjoining local agencies that may elect to expand their jurisdictional areas. Since the Sphere of Influence area now under consideration has been formally adopted by LAFCO as part of the City's sphere, the elimination of those areas would constitute a regressive response to local agency planning. Although jurisdictional boundaries are easily definable, environmental impacts typically extend beyond those often arbitrary limits. Since both existing and future land uses within the City's Sphere of Influence will continue to impact the community, sound planning necessitates the inclusion of those areas as part of this general plan program.

- **Market-Driven Alternative.** Referencing Section 65302(a) of the CGC, a general plan shall include a land use element that "designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land." As required thereunder, the

City is required to specify the location and intensity of land uses within the community.

Under a purely market-driven approach, the City would not be proactive (neither delineating the geographic areas for land use categories nor establishing standards for those areas) but would be reactive (the City would merely respond to what individual owners determine to be the appropriate land use for each parcel). It is, therefore, the marketplace rather than the City that determines how the City ultimately develops. This approach has the potential to result in the introduction of adjoining uses of different types and intensities and, therefore, create land use conflicts that could otherwise be avoided through effective planning.

- **Growth Controls Alternative.** Although the intensity of development within the City is ultimately defined by its land use policies, it is the marketplace that determines the pace of development activities within the community. Unregulated growth has the potential to out-pace the ability of the City to provide services and systems in response to that new demand. In order to ensure a balance between growth and service delivery, some communities establish development moratoriums or impose limitations on the number of new building permits that can be issued during any calendar year.

Under the proposed General Plan Update, a total of 379 new dwelling units and 8,348 new jobs are anticipated within the City over the seventeen year planning period (i.e., 1998 to 2015). In the absence of any additional growth controls, that development could all occur during a single year or could be evenly paced throughout that planning period. In order to reduce the potential impacts that could occur should all development take place at one time, the City has the authority to impose restrictions concerning the timing of that development (e.g., establishment of an annual permit limitation). It is the City's

preliminary conclusion that the magnitude of potential development is not such as to require the imposition of additional growth controls beyond those established under the General Plan Update and Municipal Code. As a result, this alternative is not further addressed herein.

- **"Executive Housing" Land Use Alternative.** Although an estimated 55 percent of the study area is devoted to residential land uses, none of those areas contain the amenities to appeal to upper-end housing consumers. Upper-end homebuyers, therefore, must seek out housing choices in other communities rather than in the City of Montclair. Based on the existing low-density residential character of much of the Sphere of Influence area, opportunities may exist for the City and/or the Redevelopment Agency to consolidate properties of sufficient size to allow for the inclusion of design amenities attractive to higher-end housing consumers.

Proposed general plan policies encourage lower-density residential development within the Sphere of Influence area. As a result, those policies may themselves allow the development of single-family products appealing to a variety of economic segments. The City, therefore, does not perceive a need to intervene into the marketplace to dictate the size or sales price of housing units within the community.

2.5.2 Alternatives under Consideration

The function of the alternatives analysis in an EIR is to seek optional ways to accomplish the project's stated objectives that avoid or substantially lessen any of the significant environmental effects that are anticipated to occur as a result of the project's effectuation. In addition, by mandating the inclusion of a "no project" alternative, the resulting analysis is intended to provide a baseline against which project-

related and alternative impacts can be evaluated. Since a comparative analysis of each alternative is required, this section provides the City's decision makers and the general public with the means to compare and select between different ways of accomplishing the project's stated objectives.

It is not the intent of the alternatives analysis to focus on individual components of the project (e.g., alternative uses for a single site) or to address different development options for individual parcels, unless such choice would result in the avoidance or reduction of the project's impacts.

As identified through this analysis, the only unavoidable adverse impacts associated with the project relate to the potential cumulative effects of the project when combined with other development activities anticipated within the region. With the exception of the "no project" scenario, alternatives under consideration relate to the City's relationship to other communities in western San Bernardino County and how that relationship may influence the City's land use policies. The following program-level alternative are separately addressed herein.

- **"No Project" Alternative.**²⁶ Two different scenarios exist under the "no project" alternative. Each of these alternatives are separately described below.
- **No Project Alternative No. 1: No Development.** Under this scenario, no additional dwelling units are constructed and no additional square footage of non-residential uses are added to the City. Other than maintenance, rehabilitation, and renovation activities (which are not generally defined as "projects" under CEQA), the existing status quo is maintained within the City's corporate boundaries. Since no annexation of unincorporated areas would occur, development within the Sphere of

Influence area would remain under the jurisdiction of the County of San Bernardino. Development would, therefore, be assumed to continue to occur both in County areas and within those areas located outside the corporate boundaries of the City.

This alternative is specifically mandated under the Guidelines and is posited for the sole purpose of providing a baseline against which other alternatives are considered and the comparative impacts of those alternatives can be evaluated. It is, however, unreasonable to assume that conditions within the City will be retained as they currently exist. As a result, this alternative should be considered infeasible.

- **No Project Alternative No. 2: Build-Out of 1983 General Plan.** Under this second "no project" alternative build-out of the planning area occurs in accordance with those land use policies contained in the 1983 General Plan. In drawing comparisons between this alternative and other alternatives presented herein, it should be noted that the planning area addressed in the 1983 General Plan was smaller (i.e., 6.1 square miles) than the comparable planning area now under consideration (i.e., 6.47 square miles).

Additional development within the planning area, including the Sphere of Influence, can occur under the authorization of the 1983 General Plan. Based on the policies presented therein, reasonably foreseeable future growth within the community can occur in the absence of the General Plan Update. The projected increase in the number of units, jobs, and population for the period 1998 through 2015, as authorized under existing public policies, is presented in Table 3 (1983 General Plan Build-Out Projections: 1998-2015).

Since the retention of the existing land use policies, as presented in the 1983 General

Table 3
1983 GENERAL PLAN BUILD-OUT PROJECTIONS: 1998-2015

Category	Existing Baseline Conditions (Year 1998)	Build-Out Under 1983 General Plan (Year 2015)	Numeric Change	Percent Variation
Residential				
Single-family (Dwelling Units)	7,346	7,573	227	3
Multi-family (Dwelling Units)	3,985	3,985	0	0
Total Dwelling Units	11,331	11,558	227	2
Employment				
Retail Employment (Jobs)	6,560	8,979	2,419	37
Non-Retail Employment (Jobs)	10,007	15,970	5,963	60
Total Jobs	16,567	24,949	8,382	51
Population				
Population (Individuals)	38,412	39,182	770	2
Note: As indicated in the 1983 General Plan, "the total amount of land in the entire planning area equals approximately 6.1 square miles" (1983 General Plan - Existing Setting Report, p. 5). In contrast, the General Plan Update indicates that "the total amount of land in the entire planning area equals approximately 6.48 square miles" (General Plan Update - Existing Setting Report, p. 1-3).				

Source: City of Montclair Community Development Department

Plan, will result in incrementally less development than now proposed under the General Plan Update, the potential project-related effects of that action within the study area will also be incrementally less than those associated with the proposed project.

It is reasonable to assume that any reduction in the number of future dwelling units or any decrease in the square footages of future non-residential uses constructed within the City will, however, translate into a corresponding increase in the number of units and square footages of other non-residential uses within the remainder of the region (e.g., Chino Basin). As a result, although development in the project planning area may be incrementally less, the cumulative impacts of this alternative are assumed to be comparable to those associated with the proposed project.

- **Land Use Alternatives.** Although the City has preliminarily determined that all localized environmental effects will either not manifest at a level of significance or could be reduced below a level of significance, the City has tentatively

concluded that cumulative traffic and air quality impacts will continue to occur at or above a level of significance. These effects primarily relate to the increased area-wide traffic that will occur over the planning period (i.e., 1998-2015). In formulating a range of alternatives, therefore, the focus of those alternatives has been on the identification of strategies that have the potential to reduce area-wide traffic volumes through the reduction in the total number of vehicle trips within the region.

Under current transportation planning principles, each land use within a community are assumed to generate "new" vehicle trips. For example, a single car trip from home-to-shopping accounts for four separate trips (i.e., leaving home, arriving at the store, leaving the store, arriving home). Under this same example, if a vehicular home-to-shopping trip could be replaced by a short walk to the market, at a neighborhood or community scale, a substantial reduction in total vehicle trips would occur.

Available trip-reduction strategies include, but may not be limited to: (1) promoting



mixed-use development in lieu of a single development type in those areas where non-residential uses are deemed to be potentially appropriate (e.g., along arterial highways, proximal to the transit center); (2) expanding land use options to respond to other segments of the marketplace which may not be adequately addressed in the current policy document; (3) reducing trip generation associated with individual land uses (e.g., encouraging telecommuting, establishing a transit-oriented use district); and (4) encouraging transportation alternatives (e.g., expanding public transportation opportunities). Of these strategies, the following land use alternatives have been selected by the City for further consideration herein:²⁷

• **"Transit-Orientated" Land Use Alternative.** Proponents of neo-traditional, transit-oriented design believe that siting and mix of land use is key to reducing dependency on the automobile. Proponents argue that too much attention is paid to evaluating how a proposed land use accommodates the automobile (e.g., traffic studies, road widening, parking requirements). Instead, planners should more closely examine how proposed projects can link with the full range of transportation modes, including those that are transit, bicycle, and pedestrian-oriented.

With the opening of the Montclair Transcenter, the City has established a multi-modal transportation center; however, the current and proposed land use policies in proximity to that facility authorize only singular uses and are absent any residential component. As a result, except for the few lucky individuals that may be employed within walking distance, users must either access the center or travel to other destinations via motorized forms of transportation.

As an alternative, the City has the opportunity to establish a "transit-oriented

use" (TOU) district encompassing those areas within reasonable proximity to the Transcenter.²⁸ Under a TOU approach, land use patterns are planned and promoted to encourage people to walk, ride bicycles, or use public transit for portions of their daily travels. Areas are developed in more compact ways to minimize vehicle miles traveled and improve the effectiveness of transit alternatives to the automobile. Transit-oriented design incorporates more of an orientation to transit and pedestrian travel by clustering retail services and other appropriate uses in a "town center" location, providing for a range of housing densities and styles.

In 1994, the State Legislature adopted the "Transit Village Development Planning Act of 1994," codified in Section 65460 et seq. of the CGC. In accordance therewith, the City is authorized to "prepare a transit village plan for a transit village development district" for that area located within a quarter mile of a transit center. Under the "transit village plan," the City could include a mix of transit-oriented land uses and allow a residential density bonus of at least 25 percent, subject to specific performance standards. That density bonus would encourage the production of additional affordable housing.

A TOU would allow for high-density residential development in combination with neighborhood-serving commercial uses, and other employment-based land uses. The area would then be more of an "activity node" wherein home, shopping, and work become integrated land uses accessible to individuals without reliance on automobiles (i.e., developed to accommodate a pedestrian scale). The site's proximity to Montclair Plaza and the Claremont Colleges provide additional support services to those individuals residing or working within the area.

• **"Planned Development" Land Use Alternative.**²⁹ Traditional land planning serves to distinguish between and

physically isolate different land uses, thereby promoting and perpetuating a "car culture" whereby individuals must utilize individual forms of transportation to access needed services. As an alternative to single-use planning, the City has the opportunity to establish one or more mixed-use districts within those areas where residential land uses could be suitably sited adjacent to or integrated as part of other non-residential uses (e.g., retail commercial, office professional). For example, areas along Holt Boulevard and Central Avenue could be designated to authorize high-density residential, neighborhood-serving commercial, and high-intensity employment-oriented land uses.

The proximity provided by these diverse activities, in combination with available public transit along the regional arterial highway network, would reduce dependency upon individual automobiles. The synergy created by the relationship between those uses has the potential to substantially reduce the number of vehicle trips which would otherwise be associated with each land use if each use was developed in isolated of other compatible and supporting activities.

2.6 AREAS OF CONTROVERSY

No areas of controversy have been identified in comments received by the Lead Agency during the scoping process. A potential area of controversy may, however, exist relative to those properties that will directly benefit or otherwise be affected by the land use policies contained in the General Plan Update. Certain properties (and property owners) will benefit through changes to existing policies that result in an economic "windfall" to those properties. For example, within the Sphere of Influence, certain properties now designated for only two units per acre will be redesignated to authorize development of between three and seven units/acre. This change has the potential to

affect the economic value of those properties so benefiting. Similarly, certain properties may be "down zoned" whereby the economic value of those properties may be diminished. The appropriateness and reasonableness of these actions could constitute an "area of controversy."

An area of controversy may, therefore, relate to the actions of a governmental agency that would either positively or negatively affect land valuation.³⁰ It should, however, be noted that those actions that have the potential to affect valuation are neither arbitrary nor intended to benefit (or affect) any specific property owner(s). The land use plan presented in the General Plan Update represents the end product of a detailed planning program undertaken by the City and reflects the City's current recommendations concerning the most appropriate land use configuration for the planning area.

The City received numerous written comments following the dissemination of the Notice of Preparation. Some of the comments and recommendations raise issues that the commentor believes should be addressed herein. The City has fully considered each of those comments and has either expanded the scope of this analysis or has considered but subsequently rejected those recommendations based on the reasons stated herein. The City's election not to include certain technical studies herein (e.g., biological resources) is not perceived by the City as an "area of controversy"; however, should those commentors subsequently reject the Lead Agency's rationale for its actions, those issues may be elevated to that status.

2.7 ISSUES TO BE RESOLVED

As indicated in Section 15123(b)(3) of the Guidelines, the summary section shall include a discussion of "issues to be resolved including the choice among alternatives and whether to or how to

mitigate the significant effects." Issues to be resolved include, but may not be limited to, the following:

- **Determination of the Precise Character of the Land Use Plan.** One of the issues confronting the City relates to the precise character of the land use plan to be adopted as part of the General Plan Update. As part of this General Plan Update, the City Council is provided broad discretion relative to the precise land use designation for any specific property within the City and its Sphere of Influence. Although a specific land use plan is presented in the draft General Plan Update, the City Council may elect to modify that plan and identify a substitute land use designation for one or more properties within the planning area.
- **Potential Modifications to the Project Description.** The draft General Plan Update includes a comprehensive set of goals, objectives, policies, plans, and programs for the subsequent development of the community. The City Council can adopt, modify, or reject any or all of the measures presented in the draft General Plan Update. For example, under existing public policies, the City seeks to promote the development of three acres of public parking land for every 1,000 residents.³¹ As part of the General Plan Update, that objective has been retained rather than increased (to facilitate the expansion of more park acreage) or decreased (to reflect the reality that available parklands are limited within the community). For each of the policy statements presented in the General Plan Update, the City may adopt the proposed measure and any corresponding standard(s) presented therein, retain the existing standard, or identify an alternative standard in lieu thereof.
- **Choices among Different Project Alternatives.** A number of project alternatives are identified and examined

herein. Other alternatives may be identified by the Commission or Council or raised by the general public during subsequent public meetings regarding the General Plan Update. The Council can adopt any of the alternatives identified herein or can adopt such other alternatives as may be identified by the Commission or Council in lieu of the proposed project. Similarly, the City may elect to modify all or part of the project description as now presented, including revisions to the land use plan and to the goals, objectives, plans, policies, and implementation actions presented therein.

- **Selection of Appropriate Threshold of Significance Criteria.** In order to determine the potential significance of the environmental effects identified herein, a set of threshold standards have been formulated. Although not mandated by their inclusion herein, based on the inclusion of specific threshold standards herein, environmental impacts associated with future development, redevelopment, and capital improvement projects that may be proposed within the planning area may be evaluated relative to that criterion. In lieu of the recommended threshold standards, the Council may elect to revise, alter, or otherwise modify those criteria and identify an alternative set of standards against which the project and future projects may be evaluated.³² Reference to a particular standard herein does not preclude the City from formulating alternative standards for any later development or redevelopment activities.
- **Revisions to the Municipal Code and Redevelopment Plans.** Adoption of the General Plan Update may necessitate the need to amend the Municipal Code and/or result in the introduction of new provisions therein. Those changes, corrections, revisions, and additions have not been processed concurrently with the General Plan Update but will follow therefrom. Additionally, since the Redevelopment



Plans must be consistent with the City's general plan, the adoption of the proposed General Plan Update may require later revisions to the Redevelopment Plans.

Following the adoption of the General Plan Update, the City will determine what, if any, changes will be required to the Municipal Code and Redevelopment Plans and will prepare and process all requisite changes thereto as may be required to ensure consistency between those documents and the General Plan Update. Those actions constituting later components of the overall "program" addressed in this EIR.

To the extent that any of these actions result in a significant change to the assumptions and corresponding analysis presented herein, additional environmental review may be required to ensure the adequacy of this EIR as the environmental basis for those actions. Alternatively, if those actions are in conformity herewith, this EIR may serve as the appropriate environmental basis for each of these outstanding issues.

2.8 SUMMARY OF IMPACTS, APPLICABLE POLICIES, AND LEVEL OF SIGNIFICANCE

Presented in Table 4 (Summary of Environmental Impacts, Applicable Public Policies, and Residual Level of Significance) is an overview of the preliminary findings presented herein. As indicated therein, the residual level of significance for each identified environmental effect, following the implementation of applicable public policies, has been identified. Reference to "applicable General Plan Update policies" therein refer to those goals, objectives, and policies contained in the Policies Document and/or Implementation Plan that serves to avoid, minimize, rectify, reduce, or compensate for the identified impact. Those policies are not, however, intended to reflect all applicable goals, objectives, policies, plans, and programs contained therein.

Except as otherwise noted herein, no program-level mitigation measures have been identified. As a result of both this environmental analysis and the integration of this EIR into the General Plan Update, the "project description" (i.e., Policies Document, Implementation Plan) has been modified to seek the reduction or elimination of the project's identified environmental effects.

Table 4
**SUMMARY OF ENVIRONMENTAL IMPACTS,
 APPLICABLE PUBLIC POLICIES, AND RESIDUAL LEVEL OF SIGNIFICANCE**

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Development Issues			
Land Use (LU)	Land use policies will encourage the elimination of 141 acres presently in agricultural use and the conversion of 233 acres of presently vacant property to an urban use.	<p>LUO. To encourage compatible land uses within the City.</p> <p>LUO. To promote the rational utilization of underdeveloped and undeveloped parcels.</p> <p>LUO. To continuously improve as a place for living by ensuring that those portions of the City which are best suited for residential use will be developed into healthful, safe, pleasant, attractive neighborhoods which are served by adequate open space and appropriate community facilities for all citizens.</p> <p>LUO. To ensure that commercial areas within the City are conveniently located, efficient, attractive, safe for pedestrian and vehicular circulation and concentrated into districts and centers in order to better serve a large portion of the City's needs while also continuing to provide regional commercial services as the dominant proportion of the regional market in recognition of the economic contribution and image identification associated with regional centers.</p> <p>LUO. To continually improve as a place for industrial development by encouraging the development of modern, attractive plants and industrial parks which will not produce detrimental effects on surrounding properties while providing employment opportunities for the citizens.</p>	Less than Significant
	Land use policies authorize the development of an estimated 2.087 million square feet of non-residential use and 379 dwelling units.	<p>LUO. To coordinate all aspects of City development in accordance with the General Plan, including land use, population densities, public facilities, circulation, transportation, and utilities, based on public need..</p> <p>LUO. To attract a solid core of residents and occupations in an effort to provide community stability and enhance the general character of the City.</p>	Less than Significant
	Infrastructure improvements, system-wide and segment upgrades, repairs, and replacement of specific system components will be required to service existing and future development and redevelopment activities.	<p>PFG. To provide adequate public facilities to the community that are safe, efficient, attractive, reliable and always available.</p> <p>PFO. To coordinate the location, size and type of public services including water, electricity, telephone, sewers and gas with the land use element they are to serve..</p> <p>PFP. Review the public utility plans for the City and ensure that they are coordinated with the City's plans..</p> <p>PFP. Strive to attain high-quality service for City residents.</p> <p>HP. Effectively plan and extend needed infrastructure improvements which improve the adequacy of residential sites.</p>	Less than Significant



Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Land Use (LU)	Increased intensification of the planning area has the potential to introduce new and exacerbate existing conflicts between residential and non-residential land uses.	<p>LUO. To promote the mitigation of existing land use conflicts..</p> <p>LUP. Develop specific plans for those specialized areas of the community which present unique or unusual problems requiring detailed analysis and implementation..</p> <p>LUP. Encourage the use of specific plans/community plans in problem areas due to difficulty in applying traditional zoning recognizing unique conflict of land uses.</p> <p>LUP. Protect residential property values and privacy by preventing the intrusion of incompatible land uses.</p> <p>LUP. Discourage through traffic as a means of assuring safe neighborhoods.</p> <p>LUP. Protect residential property values and privacy by preventing the intrusion and detrimental effects of noise, air pollution and vibration.</p> <p>LUP. Improve the relationship between commercial and adjacent non-commercial land through landscaped buffer strips to ensure the protection of the adjacent residential land from such annoyances as noise, light, and traffic.</p> <p>LUP. Protect residential areas from industrial intrusion by requiring industries to provide proper screening, landscaping space, buffer strips and compatible architectural treatment in the areas immediately adjacent to more restrictive uses.</p>	Less than Significant
	In order to maintain the viability and competitiveness of commercial areas, public and privately sponsored commercial rehabilitation activities will be required.	<p>LUP. Promote the assemblage of commercial parcels found in strip commercial areas along Central, Holt, Moreno/, and Mission.</p> <p>LUP. Promote the development of commercial centers rather than strip commercial.</p> <p>LUP. Promote the utilization and consolidation of smaller parcels, both commercial and residential uses, into larger, more usable properties.</p> <p>LUP. Recognize the importance of retaining the economic viability of the Montclair Plaza and promote the maintenance and improvement of the Plaza to attract new patronage.</p> <p>EDP. Promote the development of special mechanisms to arrest commercial blight within the City. These mechanisms shall include but not be limited to Redevelopment Agency establish-ment of a commercial property maintenance system, establish-ment of a revolving loan fund, strict design and sign controls.</p>	Less than Significant
	Annexation and reorganization activities will result in changes to jurisdiction boundaries, service areas, and providers.	<p>LUP. Coordinate all planning and development programs in the sphere of influence with adjoining city and county agencies.</p> <p>HP. Support the annexation of unincorporated areas at the request of property owner majorities to facilitate residential and service-oriented development. Actively pursue annexation of infill industrial, commercial, and along major arterial corridors.</p>	Less than Significant



S U M M A R Y

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Land Use (LU)	Existing specific plans will be modified in response to market and other factors and new specific plans will be formulated in response to identified area demands.	<p>LUP. Encourage the preparation of specific plans for large and unique areas to promote the efficient utilization and consolidation of land.</p> <p>LUP. Develop specific plans for those specialized areas of the community which present unique or unusual problems requiring detailed analysis and implementation.</p> <p>LUP. Coordinate special community plans with the County for the Narod area and for the Kadota area which identify land use conflicts and propose appropriate design mitigation.</p>	Less than Significant
Housing (H)	As the City's housing inventory continues to age, increased emphasis on publicly and privately sponsored residential rehabilitation will be required to maintain quality standards.	<p>HG. The attainment of decent housing within a satisfying living environment for households of all socioeconomic, racial and ethnic groups within the Montclair study area.</p> <p>HO. To preserve existing housing and neighborhoods whenever feasible.</p> <p>HP. The improvement of housing conditions and the residential environment is recognized as the City's highest priority.</p> <p>HP. Encourage continued maintenance of the existing housing stock through local information and assistance programs.</p> <p>HP. Encourage the rehabilitation of older mobile home and trailer parks through the use of HCD, RDA funds or other funding programs.</p> <p>HP. Promote and preserve existing, acceptable quality housing, including that which meets the needs of low and moderate income households, seniors, the handicapped, families with children, first time home buyers, and other special need groups.</p> <p>HP. Encourage the rehabilitation of substandard and deteriorating housing.</p>	Less than Significant
	Intensification will result in the displacement of a limited number of existing units.	<p>HP. Take action to promote the removal and replacement of substandard housing units which cannot be rehabilitated</p> <p>HP. Take action to promote the removal and replacement of substandard housing units which cannot be rehabilitated.</p>	Less than Significant
Circulation (C)	Improvements to roadway segments and intersections will be required in order to respond to projected increases in traffic volumes along the City's arterial street system.	<p>CG. To provide residents and visitors to the City a circulation network which provides for safe and efficient travel.</p> <p>CO. To promote a circulation and transportation system, including freeways, all classes of local streets, accommodations for public transportation and bicycle routes that will serve traffic needs efficiently and be attractive in appearance.</p> <p>CP. Ensure the construction of a variety of street types, each designed to serve a specific circulation function and to thus provide for adequate services to the community.</p> <p>CP. Protect street traffic capacities by controlling access points from adjoining land and by restricting on-street parking when and where feasible.</p>	Less than Significant



Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Circulation (C)	(Continued) Improvements to roadway segments and intersections will be required in order to respond to projected increases in traffic volumes along the City's arterial street system.	<p>CP. 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 LOS "D" or better performance during typical weekday peak hours.</p> <p>CP. Develop a program for improved freeway access that includes ramp improvements at Monte Vista Avenue and Central Avenue.</p> <p>CP. Coordinate the local circulation system with adjacent communities, the County, and the State.</p> <p>CP. Establish and review improvement priorities for dealing with intersection coordination and traffic-impacted circulation. Signal synchronization can increase average peak hour speeds in arterial corridors.</p> <p>CP. Examine existing truck routing and establish alternative routes for truck travel as a result of problem vehicular conflict.</p>	
	Railroad grade separations will be undertaken to increase traffic flow and reduce conflicts.	CP. Establish and review priorities for grade separations at roadways and railroad crossings. Sources of funding should be explored for these improvements.	Less than Significant
	Improvements to the non-vehicular circulation system will be instituted to improve mobility.	<p>CP. Continue promotion of the construction of sidewalks in all residential areas to provide safe pedestrian circulation.</p> <p>CO. Ensure, where possible, the development and maintenance of adequate, efficient, safe, and attractive pedestrian walkways between major pedestrian generators.</p>	Less than Significant
	As ridership demands increase, additional routes, services, and improvements will be required. In response to those demands.	CO. Promote the provision of public modes of transportation between strategic locations such as the Montclair Plaza Shopping Center, and other traffic generators.	Less than Significant
Population and Housing	Population levels within the planning area are projected to increase by an estimated 1,285 individuals during the planning period.	<p>LUO. To play a significant role in planning the long-range development of the region and to seek a maximum coordination of growth and development.</p> <p>LUP. Participate in and support the regional activities of SCAG, SANBAG, City/County Planning Commissioners Conference, and other such agencies.</p> <p>LUP. Maximize the use of remaining residential parcels in the City in accordance with the land use plan.</p> <p>PFO. To emphasize quality in all development by providing for a stable, steady population growth. To ensure that the residents of the City shall be provided with adequate services including utilities, street capacities, open space for recreation and other public facilities.</p>	Less than Significant



Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Population and Housing	Household sizes will continue to increase in response to changing demographic and socioeconomic conditions.	HG. The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the Montclair study area. HO. To ensure an adequate provision of housing for all segments of the community. HO. To preserve and ensure the provision of affordability as related to housing. HP. Promote fair housing practices throughout the City. HP. Encourage the design and construction of a variety of housing types, including estates, single-family, clusters, patio, and town houses, mobile homes and senior citizen housing projects and housing for large families.	Less than Significant
	No significant change in the percent of residents classified as very low, low, or moderate income is noted, suggesting a relatively stable socioeconomic environment.	HG. The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services. HP. Encourage private ownership and permanent residency where multi-family housing is appropriate; provide high quality units to serve the housing needs.	Less than Significant
	A substantial percentage of the community's very low and low-income households are paying a disproportionately large share of their household incomes for shelter costs.	HP. Utilize local public financing tools to provide below market rate mortgage financing for new owner-occupied residential units. HP. Utilize local financing authorities and programs to provide below market rate rehabilitation loans. HP. Attempt to achieve a condition in which there is adequate housing at reasonable costs for all households. HP. Support and provide incentives for the provision of affordable housing within privately developed and/or City assisted housing projects in order to provide a wide range of affordable housing opportunities throughout the community.	Less than Significant
Community Design and Urban Form	Implementation of land use policies will result in the conversion of vacant and further intensification of undeveloped properties.	LUP. Identify residential area patterns as a means of assisting in their planning and protection. LUP. Provide adequate streets, sidewalks, utilities, water, sewers, storm drainage and street lighting systems in balance with the varying neighborhood population densities. LUP. Provide adequate land in proper locations for the various types of commercial activities, in order to realize optimum benefits for the residents of the community. CDO. To promote the maintenance of compatible land uses and mitigate existing land use conflicts through redevelopment and/or incorporating the design principles and concepts contained in the Community Design Element.	Less than Significant



S U M M A R Y

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Community Design and Urban Form	Landscape improvements within the public right-of-way and within parking areas will enhance visual character and produce other beneficial environmental impacts.	<p>LUP. Encourage the improvement, maintenance and beautification of residential areas through a continuous program of street tree planting and maintenance, street cleaning, and other measures designed to preserve residential attractiveness and to encourage residents to improve and maintain their property.</p> <p>LUP. Encourage the design of these properties to create an enjoyable environment for shopping by promoting improved architectural appearance of buildings, excellent landscaping, and appropriate regulated signing, parking and traffic circulation.</p> <p>LUP. Ensure adequate municipal services for all commercial areas, and provide for the improvement of street appearance through a program of street tree planting, suitable street lighting, the under grounding of unsightly overhead utility lines, and the regulation of signs and outdoor advertising.</p> <p>LUP. Promote the general visual improvement of industrial areas by encouraging professional architectural and landscape architectural design and the careful signing of industries so that these areas contribute to the betterment of the total community.</p> <p>LUP. Protect residential areas from industrial intrusion by requiring industries to provide proper screening, landscaping space, buffer strips and compatible architectural treatment in the areas immediately adjacent to more restrictive uses.</p> <p>CP. 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.</p> <p>CDO. To develop parkway improvement programs to enhance scenic qualities.</p> <p>CDP. Prepare and adopt a comprehensive landscape design program for the streets, parks, & open spaces in the community.</p>	Less than Significant
	Development and redevelopment activities within the planning area will not substantially alter the physical form or character of the community.	<p>CDP. 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.</p> <p>CDP. Site planning, 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.</p>	Less than Significant

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Community Design and Urban Form	The existing I-10 Freeway and railroad lines within the community serve to divide and isolate segments of the City.	<p>CP. Develop a system for street/traffic improvement on those streets which have the greatest traffic requirement and which demonstrate the greatest need.</p> <p>CP. Establish and review improvement priorities for dealing with problem intersections and traffic-impacted circulation.</p> <p>CP. Establish and review priorities for grade separation at roadway and railroad crossings.</p>	Less than Significant
	Reclamation of existing quarry sites will produced localized landform changes.	<p>LUO. To promote the mitigation of existing land use conflicts.</p> <p>LUO. To promote the rational utilization of underdeveloped and undeveloped parcels.</p>	Less than Significant
Public Facilities (PF)	Increased development will increase student populations and exacerbate existing student capacity limitations at existing school sites, requiring the expansion of existing or development of new facilities.	<p>PFG. To coordinate, through the General Plan, the development of public facilities within the City including Civic Center, library, recreation facilities, and schools.</p> <p>PFO. To locate facilities where they will provide the maximum service with the greatest efficiency.</p> <p>PFO. Coordinate land use studies with the local school districts to determine the most appropriate location and distribution of school facilities to serve the educational programs for all residents of Montclair.</p> <p>PRP. Coordinate the use of school and park recreational facilities through cooperation to the mutual benefit of service, safety, convenience and economy.</p> <p>PFP. Endorse the widest utilization of all school facilities by all residents.</p>	Less than Significant
	Although localized improvements to existing delivery systems will be required, sufficient water resources are available to respond to projected area-wide demands.	<p>LUP. Provide adequate streets, sidewalks, utilities, water, sewers, storm drainage and street lighting systems in balance with the varying neighborhood population densities.</p> <p>PFO. To coordinate the location, size and type of public services including water, electricity, telephone, sewers and gas with the land use element they are to serve.</p> <p>PFP. Review the public utility plans for the City and ensure that they are coordinated with the City's plans.</p>	Less than Significant
	Assuming incremental development, all projected wastewater collection and treatment needs can be accommodated at existing or expanded facilities.	<p>LUP. Provide adequate streets, sidewalks, utilities, water, sewers, storm drainage and street lighting systems in balance with the varying neighborhood population densities.</p> <p>PFO. To coordinate the location, size and type of public services including water, electricity, telephone, sewers and gas with the land use element they are to serve.</p> <p>PFP. Review the public utility plans for the City and ensure that they are coordinated with the City's plans.</p>	Less than Significant

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Public Facilities (PF)	Master plan improvements will continue during the planning period and, when completed, will effectively respond to localized and area-wide storm water demands.	<p>LUP. Provide adequate streets, sidewalks, utilities, water, sewers, storm drainage and street lighting systems in balance with the varying neighborhood population densities.</p> <p>PFO. To continue to develop remedial programs to reduce nuisance flooding and ponding on local streets during periods of normal precipitation. These programs should include a priority rating system for an expedient resolution of the most severe problems.</p> <p>SSP. Protect adjacent upstream and downstream, public and private, landowners from direct and substantial increases in flood damage.</p> <p>SSP. Prohibit the occupancy or encroachment of any structure, improvement or development that would obstruct the flow of water in a designated floodway on the flood plain.</p> <p>SSP. Provide a basis for the periodic review and revision of the flood control system to reflect changing land uses and to incorporate new technologies.</p> <p>SSP. Require that all development plans be reviewed by local planning, fire, water, health, road, and flood control authorities.</p>	Less than Significant
	Increased development will exacerbate projected landfill shortfalls and increase the demand for new solid waste facilities.	<p>PFO. To welcome cooperation from the private sector in all community enterprises.</p> <p>PFO. To provide adequate public facilities to the community that are safe, efficient, attractive, reliable and always available.</p> <p>PFP. Strive to attain high quality service for the residents of the City.</p>	Cumulatively Significant
Seismic Safety (SS)	Project area intensification will increase exposure of people and property to regional seismic hazards.	<p>SSG. The goal of the Seismic Safety Element is to reduce the loss of life, injuries, damage to property and social-economic dislocations resulting from seismic-geologic hazards.</p> <p>SSO. To propose procedures which will provide a degree of safety from structure failure.</p> <p>SSP. 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.</p>	Less than Significant
	Soil conditions may impose design constraints relative to construction activities.	<p>SSO. To promote public awareness of geological and structural hazards.</p> <p>SSP. Stress compatibility between structural design and local geologic hazards</p>	Less than Significant

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Noise (N)	Construction activities can present a short-term nuisance when undertaken in proximity to sensitive noise receptors.	<p>NP. All construction vehicles or equipment fixed or mobile operated shall be equipped with properly operating and maintained mufflers.</p> <p>NP. Stockpiling and/or vehicle staging areas shall be located as far as practical from residential homes.</p> <p>NP. The noisiest operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.</p> <p>NP. Construction which can impact noise sensitive receptors shall be limited to the hours of 7:00 AM to 8:00 PM per the City's Noise Ordinance on any given day and provided that the building official determines that the public health and safety will not be impaired.</p>	Less than Significant
	Future development and redevelopment activities may expose sensitive receptors to high noise levels.	<p>NG. Protect noise sensitive land uses, including residences, schools, hospitals, libraries, churches and convalescent homes from high noise levels from existing and future noise sources.</p> <p>NO. To encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activities, and residential activities which generate excessive and intrusive noise.</p> <p>NP. Require an acoustical analysis study in conjunction with new residential developments located within the 65 dBA noise contour in order to determine precise noise barrier heights, locations and building structure noise mitigation.</p> <p>NP. All future residential dwelling units 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.</p> <p>NP. The City may require an acoustical study when potential noise generating land uses are proposed adjacent to residential areas or other noise sensitive receptors. 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 and manufacturing activities are buffered from sensitive uses by moderate uses such as commercial or office uses.</p> <p>CDP. Encourage the State to install the highest quality of planting along the freeway to ensure the compatibility of the freeway with the total environment of the community, except where the noise level has an adverse impact where sound walls should be installed.</p>	Less than Significant



SUMMARY

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Air Quality (AQ)	Development and redevelopment activities will generate short-term construction-related air emissions.	<p>AQG. Reduce to a minimum particulate emissions from such uses as construction, operation of roads, and buildings.</p> <p>AQO. Reduce particulate emissions from roads, parking lots, construction sites, and agricultural lands.</p> <p>AQO. Continue to sweep City streets.</p> <p>AQO. Control particulate emissions from unpaved roads.</p> <p>AQO. Reduce emissions from building materials and methods of construction which generate excessive pollutants.</p> <p>AQO. Adopt an ordinance amendment to control dust from vacant lands and erosion from storm water washing into streets.</p>	Less than Significant
	Increased traffic associated with predicted development will generate long-term operational air emissions.	<p>AQG. To achieve coordination of air quality improvements within the portion of the South Coast Air Basin (SCAB) in San Bernardino County and improve air quality through reductions in pollutants.</p> <p>AQG. To achieve a diverse and efficient ground transportation system which generates the minimum feasible pollutants.</p> <p>AQO. Advocate and support innovative strategies to improve air quality.</p> <p>AQO. Use market incentives, regulations, and transportation demand management in cooperation with other jurisdictions in the SCAB to reduce vehicle miles traveled for auto trips.</p> <p>AQO. Use incentives, regulations, and transportation demand management in cooperation with other jurisdictions in the SCAB to eliminate unnecessary vehicle trips which would otherwise be made.</p> <p>AQO. Improve traffic flow by implementing the State mandated Congestion Management Program, the Air Quality Management Plan (AQMP), and other means to lessen roadway congestion.</p> <p>AQP. Participate with SANBAG to implement the CMP.</p> <p>AQP. Work with Omnitrans/Metro/Foothill Transit to improve transit within Montclair and San Bernardino County.</p> <p>AQP. Cooperate actively with Los Angeles, Orange, and Riverside Counties to comprehensively improve air quality at the emission source.</p> <p>AQP. 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.</p> <p>AQP. Require interconnected signal control systems for all primary arterials including those which cross inter-jurisdictional boundaries.</p>	Significant and Cumulatively Significant

Factor	Environmental Impact	Applicable General Plan Update Goals (G), Objectives (O), and Policies (P)	Residual Effect
Safety (S)	Increased fire and police personnel, equipment, and facilities will be required in response to projected development and redevelopment activities.	<p>SO. To reduce crime through the extensive use of prevention techniques, methodology, and experience into the physical planning process.</p> <p>SO. To increase public awareness of the relationship between crime prevention and physical planning.</p> <p>SO. To ensure the highest standards of performance by providing the police and fire departments with personnel, equipment and facilities that would assist them in protecting the health, safety and general welfare.</p> <p>SP. Maintain interagency input, coordination, and review to incorporate crime prevention techniques and methodology into the planning process.</p> <p>SP. Advocate the design of proposed developments to facilitate their surveillance and neighborhood watch by the people who utilize or inhabit them.</p>	Less than Significant
Open Space and Recreation	Increased park acreage and facility improvements will be required to respond to projected park demands.	<p>LUP. Provide each neighborhood with adequate and convenient public facilities and amenities including schools, parks and recreational facilities.</p> <p>PFP. Continue a program of land acquisition and development for parks and open space in areas which are not presently served or where the need for additional facilities is indicated by population growth or higher density.</p> <p>PFP. Continue to secure the dedication of parks and/or open space land in subdivisions or obtain in-lieu fees in order to permit the City to acquire and develop park facilities where a need can be demonstrated.</p>	Less than Significant
Cultural Resources	No significant cultural resources have been identified.	<p>CDP. All efforts should be made to identify, protect and enhance all historical and archaeological points of interest.</p> <p>CDP. Establish a historical resource library and museum where important City and community archives and memorabilia can be preserved for future generations.</p> <p>HP. Preserve housing and neighborhoods which may have historical, architectural/, or cultural significance.</p>	Less than Significant
Growth Inducement	General Plan revisions will increase the number of units but lower the number of new jobs throughout the planning area.	<p>LUP. To play a significant role in planning the long-range development of the region and to seek a maximum coordination of growth and development.</p> <p>LUP. Participate in and support the regional activities of SCAG, SANBAG, City/County Planning Commissioners Conference, and other such agencies.</p>	Less than Significant



SUMMARY

Endnotes:

¹ As defined in Section 15382 of the Guidelines, "a significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project., including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment."

² As defined in Section 15370 of the Guidelines, "mitigation" includes: (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources and environments.

³ For a more thorough description of the proposed project, refer to the accompanying Policies Document and Implementation Plan. Those documents collectively comprise the "project description."

⁴ All acreage and related figures presented herein are presented as estimates only and are intended to illustrative comparative (rather than actual) sizes between project components. If, following certification of this EIR, more precise quantification of any of the areas represented herein are developed, those differences neither necessitate modifications to this program EIR nor result in an inconsistency between the information presented herein and any later project-specific activities that may follow herefrom.

⁵ This square footage assumption is derived based on a generalized averaged projection of 4 employees per each 1,000 square feet of non-residential use. Employment generation factors differ significantly between different types of commercial, industrial, institutional, and office professional uses.

⁶ As indicated in Section 15125(e) of the Guidelines, "[w]here a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced as well as the potential future conditions discussed in the plan." In accordance therein, this EIR examines the physical changes to the project area over the planning period and not merely the change that may result from the proposed revisions to adopted land use policies.

⁷ City of Montclair, "City of Montclair General Plan," October 12, 1983, as amended, p. 1.

⁸ Referencing Section 15060(c) of the Guidelines, "if the Lead Agency can determine that an EIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the EIR process described in Article 9, commencing with Section 15080. In the absence of an Initial Study, the Lead Agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant."

⁹ As indicated in Section 15120 of the Guidelines, "environmental impact reports shall contain the information outlined in this [A]rticle [9], but the format of the document may be varied. Each element must be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed."

¹⁰ These categories correspond to the four potential classifications of impacts as identified on the sample "Environmental Checklist Form" developed by the OPR and included in Appendix I of the Guidelines.

¹¹ All development activities will generate some type and magnitude of environmental effect. Those effects range from minimum, such as the influence of a single dwelling unit on the global effects of surface warming, to significant, such as the eradication of the habitat for an endangered species. As indicated in Section 21002.1(a) of CEQA, "[t]he purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." There exists no single definition of "significant," rather

that definition is dependent upon the precise nature of the topical issue under consideration. Under each topical heading herein, the City has identified its recommended criterion against which significance is to be judged.

¹² As authorized under Section 21002.1(e) of CEQA, "lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

¹³ Op. Cit., City of Montclair General Plan, p. 143.

¹⁴ Ibid.

¹⁵ Ibid., p. 203.

¹⁶ Ibid., pp. 24 and 203.

¹⁷ As indicated in Section 15063(c)(2) of the Guidelines, one of the purposes of the Initial Study process is to "[e]nable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration." Although the Lead Agency has not elected to prepare a negative declaration for the General Plan Update, the City has used the Initial Study and EIR process to continue to refine the plans and policies contained therein, including the identification of new or expanded policy statements based on the findings of this environmental review.

¹⁸ As authorized under Section 15153(a) of the Guidelines, "the lead agency may use an EIR prepared in connection with an earlier project to apply to a later project, if the circumstances of the projects are essentially the same." Pursuant to Section 15162(a) of the Guidelines, "[w]hen an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record" that substantial changes are proposed in the project, substantial changes occur with respect to the circumstances under which the project is undertaken, or new information of substantial importance becomes available. Additionally, as indicated under Section 15183(a) of the Guidelines, "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies."

¹⁹ RKJK & Associates, Inc., "City of Montclair General Plan Update - CMP Traffic Impact Analysis," April 16, 1999.

²⁰ Ibid., pp. 5-1 through 5-5.

²¹ Ibid., pp. 5-6 and 5-11 through 5-14.

²² Section 21002 of CEQA stipulates that the State "Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." Through this analysis, the City has concluded that there does not exist any additional "feasible alternatives or feasible mitigation measures" which are "available" to either the City or to individual project proponents that would substantially lessen these cumulative effects.

²³ Referencing the South Coast Air Quality Management District's "CEQA Air Quality Handbook" (April 1993), the SCAB "is the only extreme non-attainment area in the United States" for ozone (p. 6-1).

²⁴ As required under Section 15126.6(c) of the Guidelines, "[t]he EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination."

²⁵ Section 15126.6(f)(2), Guidelines.

²⁶ Referencing Section 15126.6(e)(2) of the Guidelines, "the 'no project' analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on



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current plans and consistent with available infrastructure and community services."

²⁷ Each of the following strategies address distinct areas of Montclair and are not suggested for or conducive to City-wide application. The precise areas for each strategy are not defined herein but may be subsequently defined by the Commission and/or the Council as part of their deliberations on the pending project.

²⁸ The Montclair Transcenter is located within an adopted specific plan area (i.e., North Montclair Specific Plan). As indicated therein, "the 20-acre Transcenter is the largest such facility between Union Station in Los Angeles and the San Bernardino Station. It will accommodate approximately 1,500 commuter vehicles and includes a 1.5-acre service commercial area, which will accommodate a child care center and other commercial/offices uses" (p. II-3).

²⁹ The "Planned Development" District is included in the General Plan Update on a limited number of properties within the City. Under this alternative, that district would be expanded to include such other properties as may be identified by the Planning Commission and/or City Council as additional sites suitable for that designation.

³⁰ Referencing the "Discussion" (as prepared by OPR) following Section 15382 of the Guidelines (defining "significant effect on the environment), referencing Hecton v. People of the State of California, the court "ruled that a claim that a project would cause a decline in property values was not enough by itself to require an EIR to be prepared" (i.e., did not constitute a significant effect on the environment).

³¹ Op. Cit., "City of Montclair General Plan, "p. 20.

³² Referencing Section 15064.7(b) of the Guidelines, "[t]hresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence."

3.1 INTRODUCTION

As required under Section 15126.2(a) of the Guidelines, "an EIR shall identify and focus on the significant environmental effects of the proposed project." In order to determine "significance," the agency must establish a set of criterion against which an impact's significance can be measured. Information developed by the City at the general plan level may "filter down" to later site-specific and project-specific activities that may occur following adoption of the City's General Plan Update. As a result, the significance criteria identified by the City should be appropriate to encompass both this programmatic action and those later activities that may follow therefrom.¹

As indicated in Section 15064.7(a) of the Guidelines, Lead Agencies are "encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." As required under Section 15064.7(b), those standards "must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence."

As further indicated in Section 15064(b) of the Guidelines, "[t]he determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Prior to the 1998 revisions to the Guidelines, some "examples" of physical changes that could be deemed to be a significant effect on the environment were listed therein (i.e., Appendix G). With those changes, Appendix G has been consolidated with Appendix I and a revised the "Environmental Checklist Form" developed for use by Lead Agencies

in conducting preliminary reviews of a project's impacts. The new checklist contains references to applicable federal and State regulations and contains more precise qualitative and/or quantitative threshold standards.

In 1998, Section 15064(h) of the Guidelines was revised to provide a guide for Lead Agencies to rely on the vast body of regulatory standards adopted over the past few decades that have established levels at which impacts to a particular resource are considered to constitute substantial or potentially substantial adverse effect on a particular environmental resource. Section 15064(h) is intended to direct Lead Agencies to consistently and predictably refer to standards in their significance determination under CEQA. That section, however, only applies to the extent that there exists a standard for a particular effect and the standard has undergone rigorous public review and otherwise meets the conditions of each subsections. Where an applicable standard or threshold exists, an environmental change that complies with that standard or threshold would not be considered significant.

3.2 THRESHOLDS OF SIGNIFICANCE

As indicated in Section 15064.7 of the Guidelines, "[e]ach public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be less than significant."

The threshold standards presented herein are intended for application in the evaluation of those program-level environmental effects attributable to the General Plan Update.

Similarly, these same standards may have continuing application in the assessment of future project-level development, redevelopment, and capital improvement, and other planning activities subject to CEQA that may follow the adoption of the General Plan Update and certification of this EIR.

Except as otherwise noted, these standards do not distinguish between short-term construction-related impacts and long-term operational effects. Since construction activities are a precursor to those later activities that will occur following development or redevelopment and constitute the physical process whereby a particular site is committed for a defined use, the indirect and/or ultimate impacts of construction activities constitutes the operational effects of the resulting project.

3.3 DEVELOPMENT ISSUES

3.3.1 Land Use

Relative to the potential significance of land use impacts, a project may be deemed to have a significant impact if the project will result in any of the following effects:

- Physically divide an established community;
- Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with an applicable habitat conservation plan or natural community conservation plan²;
- Induce substantial population growth in an area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere;
- Convert prime farmland, unique farmland, or farmland of Statewide importance, as

shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

- Conflict with existing zoning for agricultural use or a Williamson Act contract; and/or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of prime farmland, unique farmland, or farmland of Statewide importance to non-agricultural use.

Section 15065 of the Guidelines further states that a project may have a significant effect on the environment if the project has the potential to:

- Achieve short-term environmental goals to the disadvantage of long-term environmental goals;
- Produce effects that are individually limited but cumulatively considerable; and/or
- Cause substantial adverse effects on human beings, either directly or indirectly.

3.3.2 Circulation

Relative to the potential significance of circulation and transportation-related impacts, a project may be deemed to have a significant impact if the project will result in any of the following effects:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
- Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designed 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 or incompatible uses;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; and/or

- Conflict with adopted policies, plans, or programs supporting alternative transportation.

3.3.3 Population and Housing

Relative to the potential significance of impacts on population and housing, a project may be deemed to have a significant impact if the project will result in any of the following effects:

- Induce substantial population growth in an area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere;

3.3.4 Community Design and Urban Form

Relative to the potential significance of impacts on community design and urban form, a project may be deemed to have a significant impact if the project will result in any of the following effects:

- Produce a substantial adverse effect on a scenic resource.
- Damage substantially scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Create a new source of substantial light or glare that would adversely affect day or night time views in the area; and/or
- Degrade substantially the existing visual character or quality of the site and its surroundings.

3.3.5 Public Facilities

Relative to the potential significance of impacts on public facilities, a project may be deemed to have a significant impact if the project will:

- Result in substantial adverse physical impacts associated with the provision of

new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: (i) fire protection; (ii) police protection; (iii) schools; (iv) parks; and/or (v) other public facilities;

- Exceed wastewater treatment requirements of the 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 could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require new or expanded water supply entitlements and resources;
- Result in a determination by the waste-water treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Fail to comply with federal, State, and local statutes and regulations related to solid waste.

3.4 PUBLIC HEALTH AND SAFETY ISSUES

3.4.1 Geology

Relative to geologic, geotechnical, and seismic considerations, a project may be deemed to have a significant impact if the project will:

- Expose people or structures to potential substantial adverse effects, including the

risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); (ii) Strong seismic ground shaking; (iii) Seismic-related ground failure, including liquefaction; and/or (iv) landslides;

- 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the "Uniform Building Code" (1994), creating substantial risk to life or property; and/or
- 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.

3.4.2 Noise

Relative to the potential significance of noise-related impacts, a project may be deemed to have a significant impact if the project will:

- 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;
- Exposure of persons to or generation of excessive ground-borne vibration or noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

3.4.3 Air Quality

Relative to the potential significance of air quality impacts, a project may be deemed to have a significant impact if the project will result in any of the following effects:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

3.4.4 Police and Fire Protection Services

Relative to the potential significance of impacts on police and fire protection services, a project may be deemed to have a significant impact if the project will:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; and/or
- Result in a 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.

3.5 ENVIRONMENTAL RESOURCE ISSUES

3.5.1 Open Space and Recreation

Relative to the potential significance of open space and recreational impacts, a project may be deemed to have a significant impact if the project will:

- Conflict with applicable land use plan, policy, or regulation of an agency with

jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;

- Conflict with an applicable habitat conservation plan or natural community conservation plan;
- Convert prime farmland, unique farmland, or farmland of Statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use or a Williamson Act contract; and/or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of prime farmland, unique farmland, or farmland of Statewide importance to non-agricultural use.

3.5.2 Cultural Resources

Relative to the potential significance of cultural resource impacts, a project may be deemed to have a significant impact if the project will:

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

As further indicated in Section 15064.5(b) of the Guidelines, relative to historic resource, "a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."

Endnotes:

¹ By this statement, the City is not stating that the threshold standards identified herein constitute the formally adopted standards of the Lead Agency relative to all environmental analyses conducted by or on behalf of the Lead Agency or that an alternative set of standards may not equally apply in the determination of the significance of the environmental effects addressed herein or the significance of those effects attributable to later development, redevelopment, or capital improvement activities.

² Op. Cit., Guidelines, Appendix G, Section IX (Land Use and Planning).

4.1 INTRODUCTION

Section 15355 of the Guidelines defines "cumulative impacts" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. (a) The individual effects may be changes resulting from a single project or a number of separate projects. (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects."

An EIR on a general plan must focus on the secondary effects of its adoption and include a discussion of cumulative effects "when the project's incremental effect is 'cumulatively considerable,' as defined in Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not 'cumulatively considerable,' the lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." As indicated in Section 15152(f)(1) of the Guidelines, later EIRs, Negative Declarations, and Mitigated Negative Declarations can avoid or limit further discussions of cumulative effects where the Lead Agency determines that a cumulative effect has been adequately addressed in the prior EIR.

Cumulative impacts include both the combined environmental implications of separate effects when taken together (e.g., the introduction of impervious surfaces and the removal of native vegetation has the potential to increase erosion) and the resulting effect of the proposed project when considered in combination with other closely-related projects that may occur within the same time period (e.g., the build-out of the City in combination with projected growth within the Chino Basin). As indicated

in Section 15130(b)(1) of the Guidelines, an adequate discussion of cumulative impacts shall include either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.

Since the proposed project encompasses all anticipated development within the planning area through the project's horizon year (i.e., 2015), all development activities within the City and its Sphere of Influence are already considered as part of the project under review herein. The assessment of cumulative impacts must, therefore, extend beyond the jurisdiction of the Lead Agency (inclusive of its Sphere of Influence) and include other activities within adjoining areas that have the potential to compound the effects of the project when considered in isolation of those activities.

Additionally, since the effects of the project will extend throughout the development term, it would be unreasonable to select (for the purpose of cumulative impact analysis) only those pending projects that are currently known to the Lead Agency or to other adjoining jurisdictions. If only current projects now under review and approved projects not yet constructed were considered, the resulting analysis would not include the potential effects of those future activities that can be reasonably expected to occur over that time period.² For the purpose of this cumulative impact analysis, the City has reviewed area-wide development plans formulated by the

Southern California Association of Governments (SCAG).³ In addition, the City has conducted an area-wide assessment of future traffic impacts in accordance with the requirements of the "San Bernardino County Congestion Management Program" (CMP).

In accordance with the CMP, the City prepared a document entitled "City of Montclair General Plan Update - CMP Traffic Impact Analysis"⁴ (CMP TIA). As indicated therein, the CMP horizon year (2015) traffic volumes attributable to the General Plan Update were derived from the Comprehensive Transportation Plan (CTP) subregional traffic model currently in use for long-range planning in San Bernardino County. No specific regional project inventory is, however, presented therein. As a result, the regional growth projections formulated by SCAG have been utilized as the basis for assessing cumulative environmental effects herein.

4.2 REGIONAL GROWTH PROJECTIONS

SCAG has prepared a number of regional planning documents that contain growth projections both for the entire region and for various subsections of that region. For informational purposes, each of these projections are provided below.

4.2.1 Regional Comprehensive Plan

As a result, the City has based its cumulative impact analysis on the regional growth projections formulated by SCAG and contained in that agency's "Regional Comprehensive Plan and Guide" (RCPG). The SCAG region encompasses Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and included an estimated total of 14.6 million inhabitants and more than seven million jobs in 1990. During the decade of the 1980's, the SCAG region grew two-and-one-half times faster than the rest of the nation.⁵

The City of Montclair is located in western San Bernardino County. Information germane to San Bernardino County, and not the SCAG region as a whole, constitutes an appropriate basis to assess localized changes in population and employment opportunities relative to the cumulative growth anticipated within this subarea.

As indicated in Table 5 (Regional Comprehensive Plan and Guide - San Bernardino County's Forecast of Population, Housing and Employment), the number of individuals residing in San Bernardino County, the number of jobs, and the number of housing units are projected to nearly double between the years 1990 and 2015. Although the SCAG data reflects changes

Table 5
**REGIONAL COMPREHENSIVE PLAN AND GUIDE
SAN BERNARDINO COUNTY'S FORECAST OF POPULATION, HOUSING, AND
EMPLOYMENT**

Category	Year				2000-2015	
	1990	2000	2010	2015	Numeric Increase	Percent Increase
Population	1,418,000	1,904,000	2,469,000	2,758,000	854,000	44.9
Housing	542,000	690,000	916,000	1,032,000	342,000	49.6
Employment	488,000	639,000	888,000	978,000	339,000	53.1
Source: Southern California Association of Governments, "Regional Comprehensive Plan and Guide," p. 3-6.						

Table 6
REGIONAL TRANSPORTATION PLAN
SANBAG'S FORECAST OF POPULATION, HOUSING, AND EMPLOYMENT

Category	Year					2000-2015	
	2000	2005	2010	2015	2020	Numeric Increase	Percent Increase
Population	1,772,700	2,005,400	2,239,600	2,512,800	2,829,800	740,100	41.6
Housing	565,000	639,200	716,800	805,700	904,900	240,700	42.7
Employment	617,000	734,800	860,700	983,400	1,103,600	366,400	59.4

Source: Southern California Association of Governments, "1998 RTP Adopted Forecast, "April 16, 1998.

anticipated between 1990 and 2015, in order to characterize those changes anticipated during the planning period examined in the General Plan Update (i.e., 1998 - 2015), the summary analysis presented in Table 5 focuses on the changes predicted during the period 2000 through 2015 and not on the longer time period (i.e., 1990-2015) addressed therein. As indicated, between the years 2000 and 2015, the predicted changes in each of these categories is projected to increase by half over existing conditions.⁶

As indicated by these projections from the RCPG, for the period 2000 through 2015, the annual average change in population in San Bernardino County is projected at 3.0 percent, the annual average change in housing is 3.3 percent, and the annual average change in employment is estimated to be 3.5 percent per year. Population, employment, and housing growth in Montclair constitutes only a minimal contribution to this area-wide increase.

As indicated in Table 2 (General Plan Update Build-Out Projections: 1998-2015), between 1998 and 2015, the total increase in employment opportunities within the planning area addressed as part of the General Plan Update is estimated at 50 percent. As a result, employment growth within the City is projected to be generally similar to that for the County as a whole. In contrast, the total percentage increase in population and housing in Montclair over the entire planning period is projected to be only 5 percent.

4.2.2 Regional Transportation Plan

In response to the City's solicitation of comments from SCAG, revised forecasts have been provided and reflect information presented in the 1998 "Regional Transportation Plan" (RTP). The most current SCAG forecasts (April 16, 1998) for population, housing, and employment for both the region and for the City are presented in Table 6 (Regional Transportation Plan - SANBAG's Forecast of Population, Housing, and Employment).

Although these projections address a different time period (i.e., 2000-2020) than that addressed under this General Plan Update (1998-2015), the numbers illustrate the extent of regional growth now projected throughout the SANBAG area. For comparative purposes, the summary data presented below focuses on the projected changes through the General Plan Update's horizon year (i.e., 2015).

As indicated by these projections from the RTP, for the period 2000 through 2015, the annual average change in population within SANBAG's jurisdiction is projected at 2.8 percent, the annual average change in housing is 2.8 percent, and the annual average change in employment is estimated to be 4.0 percent per year.

Based on a comparison between Table 5 (Regional Comprehensive Plan and Guide - San Bernardino County's Forecast of Population, Housing and Employment), and

Table 7
REGIONAL TRANSPORTATION PLAN
CITY OF MONTCLAIR'S FORECAST OF POPULATION, HOUSING, AND
EMPLOYMENT

Category	Year					2000-2015	
	2000	2005	2010	2015	2020	Numeric Increase	Percent Increase
Population	32,200	34,200	36,300	38,600	40,900	6,400	19.9
Housing	9,400	10,000	10,600	11,300	12,000	1,900	20.2
Employment	18,000	19,900	22,000	24,100	26,400	6,100	33.9
Source: Southern California Association of Governments, "Regional Transportation Plan."							

Table 6 (Regional Transportation Plan - SANBAG's Forecast of Population, Housing, and Employment), both the RCPG and RTP reflect generally similar growth projections for the region as a whole.

Population projections for the City constitute a subset of these regional projections. For the year 2000 to 2020, population, household, and employment growth within the City has also been modeled by SCAG and used as the planning basis for the plans and policies presented in the RTP. Based on the most current SCAG data, growth projections in the City are presented in Table 7 (Regional Transportation Plan - City of Montclair's Forecast of Population, Housing, and Employment). For comparative purposes, the summary data presented therein focuses on the projected changes through the General Plan Update's horizon year (i.e., 2015).

The SCAG projections fail to accurately reflect local conditions and, therefore, inflate the anticipated population and housing growth within the planning area beyond that level identified by the City. These projections do, however, indicate that population and housing growth within the planning area have been fully considered in the formulation of regional plans and policies.⁷

Although SCAG projects significant employment growth during this planning period, the number of new jobs and percent

increase over existing conditions is less than that identified by the City. While not specifically assigned to the City, SCAG predicts significant job growth throughout the region. The rate of anticipated regional job growth (i.e., 59.4 percent) exceeds the comparable rate (i.e., 50 percent) projected throughout the planning area. Although different numerically, the City's projections are consistent with these regional trends.

Endnotes:

- ¹ Section 15130(a), Guidelines.
- ² As indicated in Section 21100(e) of CEQA, "previously approved land use documents, including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis."
- ³ The Southern California Association of Governments (SCAG) is the regional council of governments for the six county southern California area.
- ⁴ RKJK & Associates, Inc., "City of Montclair General Plan Update - CMP Traffic Impact Analysis," April 16, 1999.
- ⁵ Southern California Association of Governments, "Regional Comprehensive Plan and Guide," March 1996, revised February 27, 1996, p. 3-2.
- ⁶ Although the time periods referenced therein (i.e., 1990-2015) do not directly correspond to the time periods presented in the General Plan Update (i.e., 1998-2015), the information provided by SCAG illustrates the relative level of magnitude of changes envisioned throughout the County during that period. As such, since regional planning efforts derive, in part, from these projections, the above data is representative of the physical changes that are projected to occur throughout the region and, therefore, constitute an appropriate basis for cumulative impact assessment.
- ⁷ Referencing Section 15064(l)(3) of the Guidelines, "[a] lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements of a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resource through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

5.1 INTRODUCTION

In accordance with the Guidelines, an adequate EIR shall include a number of distinct components. Those components include, but are not limited to, a description of the environmental setting as it exists before commencement of the project, a discussion of the project's significant or potentially significant environmental effects,¹ and a listing of those mitigation measures recommended by the agency to reduce or avoid those effects. The description of the project's existing environmental setting is presented in the accompanying Existing Setting Report. The project's identified mitigation measures have been incorporated into the Policies Document. Presented herein is a discussion of the project's significant or potentially significant environmental effects.

Since this EIR is an integral component of the General Plan Upgrade, this document has been formatted to provide internal consistency between the separate components of that document. As a result, all environmental impacts addressed herein have been categorized under one of the following three major headings: (1) development issues; (2) public health and safety issues; and (3) environmental resource issues. . . Individual environmental factors addressed under each of these broad categories are addressed under individual subsections below. As further required under the Guidelines, this EIR shall include both a discussion of the project's growth-inducing impacts and a description of the significant irreversible environmental changes, if any, associated with the project.

Additional information concerning the existing environmental setting relevant to each of the topical issues addressed herein can be found in the Existing Setting Report. As mitigation for project-related impacts, the General Plan Update includes policy declarations that serve to reduce or avoid the significance of those environmental

effects identified herein. Those policy statements are presented in the Policies Document. As a result, this environmental assessment has been compartmentalized and includes the Existing Setting Report, the Policies Document, the Implementation Plan.

5.2 DEVELOPMENT ISSUES

5.2.1 Land Use²

Reduction in Acreage Allocated for Agricultural Uses

Since incorporation, Montclair has transitioned from an agricultural to a highly urbanized area. Only minimal vestiges of lands in agricultural production remain within the planning area. The majority of the 177 acres of land devoted to an active agricultural use lie south of State Street within unincorporated County areas. Since no agricultural land use designation exists either in the 1983 General Plan or in the General Plan Update, these remaining areas will ultimately be developed in accordance with the City's adopted "Land Use Plan" (Land Use Plan).

Much of the City and its Sphere of Influence have been developed and the amount of vacant or under-utilized property within the planning area is limited. Vacant properties within the City are presently estimated to total only about 233 acres. As with the 141 acres of remaining agricultural lands, these areas will undergo urbanization in accordance with the policies of the Land Use Plan.

The continuing conversion of productive agricultural lands within the planning area to non-farm-related uses is indicative of a regional trend throughout western San Bernardino County as large blocks of land are removed from their Land Conservation Act of 1965 (Williamson Act) status. As agricultural areas diminish in size, as remaining vestiges become surrounded by

urban uses, and as land values increase beyond the yields obtainable through continuing farm use, those areas will experience increased pressures to cease operations and convert to non-farm uses. As a result, the long-term retention of those remaining, fragmented farm operations now evident within the City does not appear viable except through public intervention (e.g., agricultural zoning) or acquisition.

The zoning of those areas solely for agricultural uses may both constitute "spot zoning" and unfairly penalize those property owners that have elected to maintain ongoing farming activities upon those properties. Similarly, since the remaining agricultural areas located throughout the community (mostly in the Sphere of Influence area) have not been designated as prime agricultural lands, public acquisition or other subsidy would not substantially alleviate any cumulative impacts that may result from the continuing regional reduction of those areas. The impacts associated with the reduction of these resources is, therefore, considered de minimus.³

New Development and Redevelopment Opportunities

As indicated in Table 2 (General Plan Update Build-Out Projections: 1998 - 2015), implementation of the General Plan Update will create land use opportunities authorizing new residential and non-residential land uses within the planning area. As indicated therein, an estimated 379 new dwelling units and 2.087 million square feet of retail and non-retail (e.g., light industrial, office professional) development is anticipated during this planning period.

Much of the proposed residential development is anticipated to occur within the City's Sphere of Influence, located generally south of State Street and north of Phillips Boulevard. Conversely, most of the anticipated retail and non-retail development and the corresponding generation of new

employment opportunities (i.e., 2,527 new retail and 5,821 new non-retail jobs) will occur in the northern part of the City in the vicinity of Montclair Plaza.

Infrastructure and Utility Upgrades, Repairs, and Improvements

Infrastructure improvements, system-wide and segment upgrades, and repairs and replacements to existing systems and system components will occur both in support of that new development and for the continuing service of existing properties. Each of these activities will result in physical changes upon, beneath, and above those properties within the City and its Sphere of Influence.

Neighborhood revitalization and both City-wide and localized beautification efforts may further include other activities that may produce physical changes to the community. Those activities include, but may not be limited to, under-grounding of overhead utility lines, construction or repair of curbs, gutters, and sidewalks, and landscaping and park improvements.

Pursuant to the requirements of Sections 65401 and 65402 of the CGC, all public works and related capital improvement activities that may occur within the planning area and any real property acquisition associated therewith shall be in conformity with the General Plan Update. Although in compliance therewith, these activities may produce short-term construction impacts (e.g., street and lane closure). Those impacts will cease upon completion of those activities and are, therefore, considered to be less than significant. Any growth-inducing impacts associated with these activities are separately addressed herein.

Land Use Conflicts

As additional retail and non-retail development occurs in the vicinity of Montclair Plaza, that area will increase its



regional draw as a major commercial hub. Since a significant portion of that area located north of the I-10 Freeway is identified in the General Plan Update for commercial, office-related, and industrial uses, only minimal land use conflicts between residential and non-residential uses would be predicted to occur.

Potentials for land use conflicts, if any, would only be predicted to occur in those areas where different adjoining land use districts place residential or other sensitive receptors (e.g., schools, churches) in close proximity to those industrial or manufacturing uses that produce operational impacts that extend beyond individual property boundaries. Similarly, in those areas where land use diversity is supported and encouraged (e.g., planned development districts), physical separation between distinct activities (e.g., housing, employment, and shopping) is minimized in an attempt to reduce congestion and contribute to regional air quality goals. In those areas, reasonable design (e.g., sound barriers and landscaped setbacks) and permit conditions (e.g., operational restrictions and performance standards) have been demonstrated to be an effective means of reducing or avoiding potential conflicts associated with the distinct operational characteristics and needs of those various land uses.

Residential Rehabilitation

The primary focus of the housing strategy contained in the General Plan Update focuses on public and private efforts to preserve and retain the community's existing housing stock. These efforts will reap dividends relative to both the sustained viability of existing residential neighborhoods and the affordability offered by existing housing.

As indicated in SCAG's RCPG, "[m]uch of the existing infrastructure is currently obsolete due to deferred maintenance or due simply to aging and the rapid pace of

recent changes. Between now and 2010 a portion of the housing built in the late 1940s, the 1950s, or 1960s will need replacing or major renovation. The currently obsolete infrastructure will need replacement and repair."⁴ As a result, substantial rehabilitation, restoration, renovation, and renewal activities will be required in order to retain the City's current housing inventory, maintain or improve the quality of that housing, and avoid the blighting influences caused by deficient or deferred maintenance of existing improved properties located throughout the planning area.

A City-wide single-family housing survey conducted in 1997 revealed that a number of existing residential areas exhibiting a high percentage of substandard units, units containing housing and/or building code violations, and units exhibiting various degrees of deferred maintenance. Based on an assessment of 5,016 single-family properties, among a list of items surveyed, the following blighting influences (and percentages of total units exhibiting those traits) were identified: (1) roof defects (6.6 percent); (2) trim paint deficiencies (25.7 percent); (3) broken or boarded-up windows (1.2 percent); (4) general neglect (0.8 percent); (5) vacant (1.3 percent); (6) litter and junk in the yard (1.7 percent); (7) absent an adjoining public sidewalk or have a sidewalk in poor condition (20.4 percent); (8) lack a garage (12.5 percent); and (9) lack of landscape sprinklers (58.0 percent).⁵ This survey supports the need for continuing public and private residential rehabilitation efforts.

The City has implemented an aggressive program to address the blighting influences within these areas and within multi-family residential areas, establishing implementation programs for a number of "foundation areas" within the City. Should these efforts prove effective, general improvements in the City's existing housing stock can be anticipated. Countering those efforts, however, is the general aging of that

housing stock and, with that aging, increased needs for home improvements. By focusing on rehabilitation and renovation activities, the City has an opportunity to retain the stability of existing residential neighborhoods and retain the affordability of housing opportunities in Montclair. Referencing SCAG's RCPG:

The likelihood of a unit being removed from inventory increases with its age. This is what makes housing preservation so important since it extends the life of relatively affordable and less-expensive housing. It also postpones replacement with a more expensive newly built and relatively less-affordable, high-density unit. In many areas, older low-cost unit removals exceed the production of new subsidized housing intended for the same lower-income populations. Older units are the mainstay of the affordable housing inventory. Urban reinvestment and preservation are needed to safeguard it as a future resource. Preserving the stock of existing housing units in decent neighborhoods - especially infill areas -avoids expensive costs associated with new construction and the extension of public services to outlying areas.⁶

Residential rehabilitation efforts will produce many environmental and socioeconomic benefits to the community. Those efforts will contribute to the stability of existing residential neighborhoods, facilitate the attainment of the City's affordable housing objectives, and address health and safety concerns that would not exist in the absence of those efforts.

Displacement of Existing Housing Opportunities

Significant demands for new housing exist throughout the Inland Empire. As indicated in SCAG's RCPG, "[b]y 2010, the population in the [entire SCAG] region is expected to be 20.5 million or six million more than in 1990. While 18 percent of the region's population

lives in the Inland Empire, it will account for nearly 40 percent of the growth. Increasingly, in the years ahead, population and jobs will migrate to inland areas, drawn by housing, space and cost considerations."⁷

Proposed revisions to existing land use policies, including the "up zoning" of areas to a higher intensity use, will result in new housing production and have the potential to result in the displacement of existing land uses as those areas transition to a higher-intensity residential use. These activities will, therefore, result in the demolition of a limited number of existing residential units and the displacement of their current occupants.

While displacement may occur throughout the planning area, the majority of these activities are predicted within the Sphere of Influence area. In those areas, lower-density residential areas have been redesignated to accommodate a greater number of single-family units. This action may produce fiscal disincentives for the retention of existing units on large lots. Under-developed properties within the Sphere of Influence may be acquired and consolidated to accommodate new residential development activities, resulting in the displacement of their existing occupants and producing changes in the type, intensity and configuration of housing within those areas.

As a result, displacement will be offset by an incremental increase in the number of housing units throughout the community. Growth predicted to occur within the planning area will result in a net increase of an estimated 379 units to the City's housing inventory. This growth must be examined in the context of State housing element law that indicates that every city and county has an obligation to address the housing needs of the entire region.

Although most of these activities are associated with privately sponsored



development projects, some displacement (including the full or partial take of real property) may result from redevelopment and/or capital improvement activities undertaken by a public entity. Impacts from public agency acquisition efforts are fully mitigated through the policies of those agencies.

Commercial Rehabilitation

In order to preserve and enhance existing commercial areas located along Mission Boulevard and Central Avenue, as well as other commercial areas located throughout the planning area, the City may elect to expand its existing façade renovation program along Holt Boulevard to include other areas and other types of commercial rehabilitation. Those programs would seek to improve and/or update the general appearance of those areas, arrest decay associated with deferred maintenance, attract new tenants, and enhance both the marketability and the desirability of those areas. These activities would serve to promote the retention, stabilization, or expansion of viable commercial activities, enhance the visual character of those areas (e.g., introduction of additional landscaping and graffiti removal), replace out-dated or incompatible design elements, and respond to any infrastructure or related constraints that serve as disincentives to the improvement of those areas.

Other forms of public investment and participation have and will continue to be utilized to retain existing businesses and encourage the establishment of new business opportunities within the City. For example, the City has provided certain capital improvements such as signal improvements and the provision of landscaped medians. In addition, as part of its economic development strategy, the City has and will continue to pursue public-private partnerships (including the provision of fiscal incentives) to preserve and expand revenue-generating uses, bolster

employment growth within the City, and support the provision of needed neighborhood-serving uses.

Should existing commercial centers prove to be nonviable based on design limitations or changing market factors, the City should consider either alternative land uses or limited public participation as a means of inducing private investment and turning non-producing non-residential lands to a productive reuse.

Each of these activities will produce both short- and long-term community benefits. Retention of viable commercial centers located throughout the community will minimize the distances that residents need to travel to avail themselves of those uses, thereby reducing the total number of vehicle miles driven and producing corresponding beneficial air quality impacts. Job formation and job retention and the revenues generated from commercial activities contribute to the City's ability to provide needed public services and enhance public access to those same service and systems.

Annexation and Reorganization Activities

During the planning period, those properties located in the Sphere of Influence will or may be annexed, either individually or collectively (or some combination thereof) both into the City and its service district boundaries. These activities will result in a physical modification to the existing corporate boundaries of the City and produce a change in the governmental jurisdiction, service providers, and/or utility purveyors for those affected properties. All such activities are subject to separate review and approval by the San Bernardino County Local Agency Formation Commission (LAFCO), tasked with the obligation to ensure that such annexation and reorganizational activities occur in conformance with acceptable standards, sound planning principles, and appropriate economic considerations. In assessing pending applications, LAFCO

also considers the availability of adequate infrastructure to accommodate the demands of the area or areas under consideration and seeks to determine which agency is best able to provide those needed services and systems.

LAFCO has previously considered a formal request from the City for the inclusion of specific unincorporated areas into its Sphere of Influence. LAFCO has formally endorsed the City's inclusion of those Sphere of Influence areas identified in the General Plan Update. Annexation of the Sphere of Influence area will provide beneficial environmental impacts relative to enhanced access to community services and better representation before the agency's planning and decision-making bodies.

Preparation, Adoption, and Modification of Specific Plans

In furtherance of its general plan policies, the City is authorized under Section 65450 et seq. of the CGC to prepare, adopt, and amend specific plans. Specific plans are prepared for "the systematic implementation of the general plan for all or part of the area covered by the general plan." As required thereunder, all specific plans must be consistent with the higher level policies contained in the General Plan Update. During the planning period addressed herein, future specific plans may be prepared and existing specific plans may be modified pursuant to that authority.

As further required under Section 65455 of the CGC, no public works project, no tentative subdivision map, and no zoning ordinances shall be approved for those areas covered under a specific plan unless such actions and activities are consistent with the specific plan and, therefore, consistent with the general plan. As a result, the adoption, amendment, and implementation of specific plans within the City will be consistent with and further the attainment of the goals, plans, and policies

adopted by the City and contained in the General Plan Update.

5.2.2 Circulation⁸

Improvements to Vehicular Circulation System

Implementation of the General Plan Update will not result in any major revisions to the master plan of arterial highways as presented in the 1983 General Plan and as illustrated in the "County of San Bernardino General Plan" Roadway Classifications Map. Improvements to the City's street system, in most instances to full street standards, will occur over time as adjoining properties are developed or substantially improved or as public funds are made available for those improvements. Other foreseeable improvements include, but are not limited to, the installation of bus turnouts, construction of dedicated turning lanes, imposition of limitations on the number of driveways entering and exiting the roadway, and establishment of additional building setbacks.

Development and redevelopment activities affecting the "San Bernardino County Congestion Management Program" (CMP) network should seek to increase traffic flow and avoid the creation of design constraints that could adversely impact traffic conditions along those roadways. In order to fully assess project-related and cumulative impacts on that network, in compliance with CMP requirements, the City prepared a document entitled "City of Montclair General Plan Update - CMP Traffic Impact Analysis"⁹ (CMP TIA), incorporated herein by reference. The CMP TIA was prepared to evaluate the traffic impacts of potential growth represented by the General Plan Update.

The CMP states that any CMP roadway link carrying 80 or more two-way project trips or any CMP freeway link carrying 100 or more two-way project trips during the AM and/or



PM peak hour must be analyzed to ensure that no CMP deficiencies are anticipated within the study area. In accordance with that criteria, a total of 27 CMP intersection analysis locations and 28 freeway segments were included in this study effort, including eleven locations within the City and its Sphere of Influence and sixteen regional locations located beyond the planning area.¹⁰

The General Plan Update states that peak-hour intersection operations of level of service (LOS) "D" or better will be acceptable; therefore, any intersection operating at LOS "E" or "F" is considered deficient.¹¹ For freeways, the CMP's definition of deficiency is based on maintaining a LOS "E" or better condition, except where an existing LOS "F" condition is explicitly identified in the CMP document.

Based on an analysis of horizon year (2015 conditions) and based on existing roadway geometrics and funded improvements, the CMP TIA concluded that a number of intersections would operate at LOS "E" or "F" conditions. At build-out, the following intersections are, therefore, deemed to be deficient in accordance to the criteria established under the General Plan Update. Those intersections include: (1) Monte Vista Avenue at (a) State Route (SR) 30 Freeway eastbound ramps, (b) Foothill Boulevard, and (c) Arrow Highway; (2) Central Avenue at (a) Foothill Boulevard, (b) Moreno Street, (c) SR-60 Freeway eastbound ramps, and (d) Riverside Drive; and (3) Euclid Avenue at Mission Boulevard.

Each of these intersections were examined to determine whether feasible improvements could be identified which, if implemented, would reduce improve level of service conditions to within acceptable standards. For each of the intersections identified, improvement plans have been formulated and will result in the attainment of LOS "D" or better conditions during the peak hours.

In addition to those segments already identified in the CMP for 2015 conditions,

three additional freeway segments were found to operate at an unacceptable level of service without further improvements. Requisite improvements required to produce LOS "E" or better conditions along these segments were identified in the CMP TIA.

In conformity with CMP requirements, based on the proportion of growth-related peak hour traffic contributed to the improvement location relative to the total new peak hour traffic volume, City growth "fair-share" contributions were calculated for CMP horizon year (2015) improvement locations. Separate "fair-share" cost contributions for both intersections and freeway segments are identified therein. These costs can be funded either by the Lead Agency, by its redevelopment agency, or by individual project proponents as future projects come on line.

Railroad Grade Separation Improvements

In order to facilitate traffic movement along a number of north-south arterial highways and to reduce the potential for conflicts between rail and non-rail traffic, a number of grade separations will be constructed along those roadways where select streets cross the existing east-west rail lines at grade. Along the Union Pacific Railroad line, located in the southern sector of the planning area, grade separations will or may be constructed along Ramona, Monte Vista, and Benson Avenues. In the northern portion of the City, along the Southern California Rail Authority (SCRA) tracks, a grade separation crossing will or may be constructed at Central Avenue.

By eliminating existing conflicts, traffic flow will be enhanced. Increasing traffic flow translates to increased roadway capacity, allowing more vehicles to travel along a given roadway segment than would otherwise be possible in the absence of those improvements. Improved mobility also translates into an incremental reduction in mobile source emissions generated by those

vehicles and furthers regional air quality objectives through reductions in carbon monoxide loading along highly congested roadways.

Final design plans for these improvements have not been finalized and may include either depressing or elevating the roadway to allow the rail line to continue at grade. These improvements may necessitate real property acquisition efforts and the displacement of those existing land uses located in proximity to those crossings. Any such acquisition efforts will be undertaken in accordance with the established procedures of the City and may include the payment of relocation fees to the owner and/or tenant of any affected properties. Compliance with those procedures will minimize any impacts to affected properties to below a level of significance.

Improvements to Non-Vehicular Circulation System

Many of the existing residential areas within the planning area presently lack adequate sidewalks and curbs and gutters. In other areas, although these improvements are in place, repairs and improvements to these facilities are required, including curb-cuts to comply with Americans with Disabilities Act (ADA) requirements. Relative to those areas presently absent those facilities, these improvements will result in localized changes, including changes to the visual character of the areas so benefiting. Since these areas align existing public roadways and may be presently used for on-street or off-street parking, these changes are not anticipated to produce any significant effects.

In recognition of increased bicycle ridership, improvements to the City bicycle and trail system will occur over time, including the establishment of new routes within the City. Likely candidates for new routes would include extensions from existing routes to the Montclair Transcenter and linkages

connecting the City's system to other regional bicycle routes.

With the exception of San Antonio Wash, existing bicycle routes within the planning area are located within existing street rights-of-way and, in most areas, lack formal delineation. Improvements may include enhanced signage and stripping along existing routes or through the establishment of new routes throughout the planning area. These improvements shall be undertaken to enhance rider safety and promote increased bicycle use.

Improvements that enhance or facilitate non-vehicular transportation will beneficially impact traffic congestion along local streets, reduce reliance upon automobile ownership as the sole means of mobility, and contribute to regional air quality objectives.

Public Transportation

Within the City and its planning area, a number of public transportation opportunities are currently available, including both commuter passenger rail service and an extensive regional bus system. Bus service in the general project area is presently provided by Omnitrans (within San Bernardino County) and Foothill Transit (within Los Angeles County). Many of these existing bus routes either terminate or stop at Montclair Plaza and Montclair Transcenter where riders have access to Metrolink service providing regional accessibility to employment and housing centers located along that network.

As demand for bus ridership increases, additional bus routes, expanded services, and associated improvements will be provided in response to those increased demands. Physical improvements along identified bus routes may include the construction of bus shelters and bus turn-outs and installation of additional signage. Increased public transit usage will expand access by City residents to employment and



other resources and related services available throughout the region. Similarly, expanded transit systems increase regional access to local employment, commercial and recreational opportunities, and services available within the City. Increased use of public transit systems reduce dependency on private automobiles and have the potential to reduce congestion and mobile source emissions, producing both localized and regional benefits.

5.2.3 Population and Housing¹²

Population

The resident population of the planning area is projected to increase from 38,412 individuals in 1998 to an estimated 39,697 individuals (or approximately 1,285 persons) by the year 2020. This population change result, in part, from the projected increase in the number of dwelling units during this planning period. However, other factors will also contribute to this population increase.

The projected population increase will impose additional demands on public services and facilities within the community. In addition, this projected increase will add to existing student population levels at both the Ontario-Montclair School District and Chaffey Union High School District and may, incrementally, require the expansion of existing schools or the establishment of new schools within those districts. As population levels increase so will local demands for available child care and health care services.

A numeric increase in population is not, in and of itself, indicative of the significance of a project's potential impacts. Public services are traditionally planned in response to either regional or local growth projections. When land use policies produce population growth in excess of those projections, demands on public services and systems can exceed the capacity of those systems. The growth that is projected within the project's planning area is consistent with the

projections formulated by SCAG and, therefore, is not anticipated to generate a significant impact thereupon.

Household Size

Between 1980 and 1997, the average per unit population within the City has increased from 3.1 individuals per household (in 1980) to approximately 3.39 individuals per household (in 1998). Multiple families residing in a single dwelling unit, extended and multi-generational families all living together, the increase in number of children per family, and increased numbers of single individuals sharing housing costs and expenses have all contributed to a regional trend whereby the number of individuals per household has demonstrated a steady increase over that period. As a result, even without the addition of new dwelling units, the community's population is projected to increase as the average per unit household size continues to increase.

This per household increase may relate, in part, to the changing ethnicity of the City's population. Based on statistical changes between 1980 and 1990, the City has recorded a significant decline in the percentage of non-Hispanic white individuals (decline from 69.2 percent in 1980 to 45.7 percent in 1990) and a significant increase in residents of Hispanic origin (increase from 20.1 in 1980 to 37.5 percent in 1990). Should this trend continue, the average number of individuals per household should also continue to increase.

Units with more than one person per room are considered crowded by census standards. In southern California, the percentage of units classified as overcrowded increased from ten percent in 1980 to sixteen percent in 1990. In 1990, overcrowded conditions were noted in 27 percent of the City's households.

These conditions may contribute to an increase in housing code (e.g., exceeding

the authorized number of individuals per household) and/or building code (e.g., substandard housing conditions) violations that could contribute to a decline in the quality of the community's housing stock and predicate the need for increased public investment in housing rehabilitation efforts. Housing and building code violations are enforced through inspection services performed by the City. Continued diligence in those efforts will reduce potential impacts below a level of significance.

Household Income

The 1990 census indicated that 28.3 percent of the City's households were categorized as "very low income" (defined as 50 percent or less than the median income), 11.3 percent were classified as "low income" (defined as 80 percent or below of the median income), and 20 percent were considered to be "moderate income" (defined as 120 percent or below of the median income) based on the definitions and criterion established by the United States Department of Housing and Urban Development (HUD) at that time¹³. In comparison, the 1980 census indicated that 45.3 percent of the City's residents were either very low or low income (as compared to 39.6 percent in 1990) and 24.3 percent were moderate income (as compared to 20 percent in 1990). Purely from a statistical perspective, a lower percent of City residents meet these standards. Based on these comparisons, the socioeconomic conditions within the City appear relatively stable and, in fact, improved over the period analyzed herein.

Although household incomes can be expected to increase over time, those increases may not be sufficient to bridge the current gap between existing housing costs and household incomes. As a result of this differential, household sizes will continue to remain high as housing occupancy for some percentage of the City's housing stock is comprised of more than one family sharing a dwelling unit or through occupancy by an

extended or multi-generational family arrangement.

Based on the limited availability of housing sites for new construction projects, the City's historic focus has been on the rehabilitation of existing housing, including the acquisition, rehabilitation, and conveyance of foreclosed housing to eligible lower-income buyers. The City's continuing efforts to both preserve and expand its existing housing stock and to expand housing opportunities for lower-income households will further declare regional housing objectives.

Housing Affordability

California housing law requires that local agencies make adequate provisions, through housing rehabilitation and new construction efforts, to accommodate a regional "fair share" of low- and moderate-income households. SCAG determines each agency's allocation through the formulation distribution of a "Regional Housing Needs Assessment" (RHNA).¹⁴

In 1990, the median price of housing in the City was estimated to be \$134,700 and the median contract rent was estimated to be \$613/month. The 1990 census indicated a need for more affordable housing in the City. A total of 68.2 percent of all very low-income households were determined to be paying a disproportional percent of their incomes for housing (i.e., over 30 percent). Twenty-seven percent of all very low-income households were owner-occupants and the remaining 73 percent were renters.

The City's Housing Improvement Task Force, in participation with a non-profit organization (Neighborhood Partnership of Montclair), is actively involved in a homeowner program whereby distressed and foreclosed homes are purchased from HUD and other agencies and sold to low-income and moderate-income homebuyers. In addition, the City is an active participant in federal housing programs (e.g., CDBG and



HOME) and utilizes those funds for a variety of eligible housing and community development activities.

Public programs in and of themselves, however, may not be enough to substantially increase the number of affordable housing units within the City. As a result, the City must continue to explore opportunities for public-private partnerships, explore land use options that may promote the development and retention of affordability, and seek other creative solutions to expand housing affordability and improve access to local and regional employment opportunities and, thereby, increase individual household income. Implementation of these actions will minimize potential impacts to a less-than-significant level.

Employment

The land use policies of the General Plan Update will allow for additional non-residential development throughout the planning area. The introduction of new commercial, office professional, and industrial uses and the expansion of existing uses will result in additional employment opportunities. Employment growth throughout the planning area is estimated at approximately 2,527 new retail and 5,822 new non-retail jobs. Although these individuals are not classified as residents for statistical or census purposes, they will add to the number of total number of individuals within the community. These individuals will or may require access to support services (e.g., restaurants) during employment periods. Additionally, non-residents often utilize available public services (e.g., libraries and parks), thereby, increasing demands upon those resources.

Since the City already has an extensive retail base, existing commercial opportunities located throughout the planning area are sufficient to accommodate the demands that may be imposed by these new workers. Similarly, while non-residents may utilize

parks, library, and other public facilities during their lunch hours or after work, the extent of that use is not envisioned to be sufficient to predicate the need for new services, systems, or facilities.

Although the City's transient population will increase, that population increase is not envisioned to create a demand for additional housing opportunities within the planning area beyond that limit authorized under the General Plan Update. Based on regional projections, housing growth throughout the region will be sufficient to adequately house those individuals working both within the City and throughout the planning area.

5.2.4 Community Design and Urban Form¹⁵

Community Design

New development and redevelopment activities authorized under the General Plan Update will transform vacant properties and modify the character of existing improved properties located throughout the planning area. Plans and policies contained in the General Plan Update, however, seek to preserve and enhance the visual character of the community and ensure that all future development and redevelopment activities occur in a manner that complements and enhances that character.

As proposed, the General Plan Update does not result in any substantial variation from the 1983 General Plan. As a predominately built-out environment, limited opportunities exist and no need has been identified to suggest a radial departure from that existing land use pattern.

Implementation of the General Plan Update will result in the continuance of a traditional land use patterns whereby commercial and other non-residential uses align the City's arterial roadway network, residential uses fill the areas between those roadways, neighborhood parks are interspersed

throughout the residential areas, and industrial uses align the existing railroad lines that transect the City. Deviations from this pattern exist north of the I-10 Freeway where regional commercial uses (associated with Montclair Plaza) constitute the dominant land use.

In addition to those residential and non-residential land uses that comprise the City and its Sphere of Influence area, the most dominant visual element within the community is the I-10 Freeway which is elevated above existing grade for that entire segment between Mills Avenue (on the west) and Benson Avenue (on the east). The I-10 Freeway physically divides northern Montclair (which is predominately allocated to commercial uses) from the remainder of the community (which is predominately allocated for residential uses). Physical access between these segments is only available along four roadways that link north to south (i.e., Mills Avenue, Monte Vista Avenue, Central Avenue, and Benson Avenue). As a result, the I-10 Freeway creates a distinct physical barrier than divides and isolates north from south.

The existing Union Pacific (UP) Railroad tracks located directly north of State Street represents another physical barrier than divides the southern portion of the community into two areas. Access between these areas is confined to those grade-separated (i.e., Central Avenue) and at-grade (i.e., Ramona Avenue and Monte Vista Avenue) crossings north-south roadways.

Holt Boulevard (located north of the UP tracks) and Mission Boulevard (located south of the UP tracks) service predominately commercial land uses. Specific plans have been adopted for both areas, define eligible land uses, and provide design standards and guidelines for those uses. The area directly north and directly south of the UP lines contain predominately industrial and business park-type uses.

Implementation of those land use policies contained in the General Plan Update will result in the conversion of vacant properties and further intensification of under-developed properties to their designated land uses. With the exception of those remaining legal non-conforming uses, at build-out the City will reflect the land use pattern illustrated in the Land Use Plan. Since these activities do not constitute a substantial departure from those conditions that exist within the planning area prior to the adoption of the General Plan Update, the environmental effects of these physical changes will not be significant.

Landscape Enhancement

Many of the major roadways within the community lack a distinct visual character that promotes a sense of identity for the City, enhances the driving experience, links the roadway to adjoining uses, or softens the urban edge between the automotive and non-automotive domains. Entry monuments, enhanced landscaping treatment, landscaped medians, and adherence to the City's signage standards will provide additional identity and visual character to an otherwise urban landscape. Additionally, many non-residential land uses allocate a substantial portion of their sites for off-street parking. While accommodating their stated intent, the visual character of these areas can be enhanced through the introduction of landscaped berms, low-hedges along the property line, and the incorporation of landscaping interspersed throughout the parking area.

Landscaping should serve to complement the land use, increase the visual diversity of areas, and avoid the monotony associated with large expanses of wall and pavement areas. Landscape design must, however, be sensitive to security considerations, allow for visual surveillance, and avoid the creation of design elements that may obscure points of entry to buildings. Similarly, landscape placement at intersections must seek to



avoid interference with minimum line-of-sight standards that may interfere with safe turning movements. Although potentially improving traffic flow, landscaped medians must allow for sufficient turning movements so as not to unreasonably restrict access to both residential and non-residential properties adjoining those rights-of-way.

The introduction of additional landscaping throughout the community, including public efforts to assist private property owners enhance the visual appearance of those front lawn areas, will produce a beneficial visual impact, provides cooling effects against the "urban heat island," add oxygen into the environment, and filters out certain pollutants.

Urban Form

The City is already highly urbanized. Only approximately 233 acres of vacant property and 141 acres devoted to agricultural use remain within the 4,142-acre planning area. These areas, which represent 5.6 percent and 3.4 percent of the entire planning area respectively, will transition to an urban use. Although the majority of these areas are designated for residential development, in-fill commercial and industrial uses will occur over this planning period.

In addition, within the City's Sphere of Influence, existing rural residential development will transition from a very low-density residential use (e.g., single homes constructed on large lots) to that more characteristic of a typical residential area. This change would be predicted to occur notwithstanding the General Plan Update but may be accelerated through the redesignation of those areas to a higher intensity use.

While in-fill development and continued urbanization of the Sphere of Influence will continue to occur during this planning period, most of the changes to the City's urban form will relate to the intensification of existing

under-developed properties through demolition and reconstruction or through addition and modification to existing improvements. Similarly, residential and commercial properties within the City will undergo both major and cosmetic rehabilitation and renovation to reflect changes in use and/or occupancy and to arrest the decay caused by an aging of the City's building inventory. In the absence of those improvements and increased maintenance, since 55 percent of the planning area is devoted to residential use, existing residential neighborhoods will experience further decline in housing conditions and quality.

Based on the presence of the Montclair Transcenter and mixed-use land use designations authorized under the General Plan Update along certain arterial roadways throughout the City, the City is presented with a unique opportunity to deviate from traditional urban design principles that segregate different land uses. Within and adjacent to those areas, the City can authorize greater diversification of land uses upon either a single property or upon adjoining properties. Both the intent and possible benefits of this approach is to encourage land planning that focuses more on a pedestrian or transit-oriented scale and is not dependent on the perpetuation of our society's existing car culture.

Although the City lacks a traditional downtown area, the area surrounding City Hall constitutes a focus point for the community. The Civic Center complex, including the Montclair Branch Library and Alma Hoffman Park, offer the citizenry access to a variety of administrative, institutional, and recreational opportunities. Although improvements, modifications, and expansion of these uses may occur in response to demands for those services, no significant changes to this area is proposed as part of the General Plan Update.

As the planning area continues to intensify, physical changes will occur upon individual

properties. Similarly, annexation activities will alter and expand the geographic boundaries of the City. Those changes will constitute localized activities that, while altering the physical characteristics of affected parcels, will not substantially alter the existing urban form of the community. As a result, project implementation will not produce a significant environment effect relative to this topical issue.

Physical Barriers

North-south access in Montclair is significantly restricted by the elevated I-10 Freeway which transects the City north of Palos Verdes Street. The I-10 Freeway physically divides the City into two distinct areas. North Montclair¹⁶ is dominated by commercial activities within and surrounding the Montclair Plaza. Single-family uses exist westerly of San Antonio Wash and limited single-family and multi-family development is scattered through this area. The other distinctive use north of the I-10 Freeway is the Montclair Transcenter. In contrast, south of the I-10 Freeway, the planning area is comprised mostly of single-family residential uses. In the area south of Kingsley Street and north of Howard Street, a mix of residential, commercial, light and heavy manufacturing dominate the urban landscape. South of Howard Street, the area again returns to a very low- and low-density residential use, interspersed with commercial uses and areas still in limited agricultural production.

Linkages between these areas are restricted to those arterial highways that cross beneath the freeway (i.e., Monte Vista, Central, and Benson Avenues) and non-vehicular access adjoining the San Antonio Wash. Congestion along these roadways serves to further restrict mobility between these two areas. Since the freeway effectively restricts opportunities for expanded connectivity, the City must explore other options to physical link these areas, including increased public transit.

To a lesser extent, the existing railroad line located north of State Street separates and divides the southerly portion of the site. Again, access opportunities north and south of that rail line are restricted to a limited number of arterial highways (i.e., Ramona, Monte Vista, Central, and Benson Avenues) and non-vehicular access along San Antonio Wash. Since grade separations only exist at Central Avenue, rail operations can effectively curtain access between these areas. The construction of additional grade separated crossings would improve access between these subareas, improve traffic flows, and improve public safety through the elimination of potentially hazardous conditions.

Although not evident at a community-wide scale, other physical barriers within the planning area include those physical features that prevent, limit, or otherwise restrict full access by physically disabled individuals. Under the Americans with Disabilities Act (ADA), design must ensure access by both able-bodied and disabled individuals. In the public realm, ADA-related design features include curb-cuts at intersections and ramps (rather than or in addition to stairs). All development and redevelopment activities undertaken in accordance with the General Plan Update must conform to applicable ADA requirements.

5.2.5 Public Facilities

Additional development activities authorized under the General Plan Update and the changing demographics and ethnicity of the City will modify the number and the needs of those students attending public schools located throughout the planning area. Although only a limited number of new units are projected hereunder, student population levels are projected to continue to increase throughout this planning period.

Water, wastewater, and storm drain facilities located throughout the planning area have



been designed to accommodate projected area-wide demands and the major components of those systems are already in place and sufficient to accommodate projected growth attributable to the General Plan Update. Localized extensions, improvements, and upgrades to those systems may, however, be required to accommodate those demands.

Solid wastes generated within the community are collected by private waste-haulers and transported to County landfills. In the future, local materials recovery facilities and transfer stations and out-of-County solid waste facilities may replace, in whole or part, the use of in-County landfills.

Each of these public facility categories are separately addressed below.

5.2.5.1 Public Schools

The planning area is served both by the Ontario-Montclair School District (OMSD) and by the Chaffey Union High School District (CUSHD). Based on student projections by those districts for the 1997-1998 academic year, with the except of Buena Vista Elementary School, all seven operating elementary schools, both junior high schools, and Montclair High School are all operating at levels over student capacities.

Between 1980 and 1990, the City non-Hispanic white population decreased from 69.2 to 45.7 percent of the total population. During that same period, residents of Hispanic origin increased from 20.1 percent to 37.5 percent of the population. Similarly, between 1980 and 1998, the average household size in the City increased from 3.1 individuals to approximately 3.39 individuals per household. The further extrapolation of these trends, in combination with the construction of an additional 379 additional dwelling units, are projected to increase total student enrollment from 7,867 student during the 1997-1998 school year to

approximately 8,615 students over the next five years. As early as the 1998-1999 academic year, all schools will be operating over capacity.

The OMSD presently utilizes a student generation factor of 0.6 students per household. Based on this factor, an estimated 227 students will be added to that district as a direct result of the construction of an additional 379 new housing units during this planning period. In addition, while non-residential development will not directly result in an increase in student population levels, those new jobs may induce individuals to either relocate into the district's boundaries or facilitate the formulation of new households by creating opportunities for younger wage earners to leave home and establish new households. Those new households may reduce the existing vacant rates in single- and multi-family units within the planning area and/or may be added to other adjoining areas located within the school district's boundaries.

Localized demands for new or expanded facilities may be greatest within the Sphere of Influence area. As that area transitions from rural to low-density residential, the construction of new housing units will directly increase the number of students that must be accommodated at existing or new school district facilities. Although three elementary schools now service that area (i.e., Howard, Ramona, and Mission Elementary Schools), each of those campuses are presently operating over capacity. Similarly, no junior high schools are conveniently located to accommodate new students introduced into the Sphere of Influence area.

All residential and non-residential development projects are obligated under State law to pay school fees to offset the impacts of those activities on local school districts. While residential development directly contributes to student populations by the introduction of "new" students within

each district, non-residential projects indirectly affects student population levels through the creation of "new" job opportunities which stimulate household formation and in-migration. Since the maximum rate for those fees and any annual increased thereto have been capped, those fees are seldom sufficient to cover the full cost of new students added to affected districts. As a result, both the OMSD and CHUHD will be directly and indirectly impacted by that development anticipated under the General Plan Update.

In 1996, the OMSD closed an existing elementary school (i.e., Margarita Elementary School) displacing the school's then existing student body and reassigning those students to other schools within the district. That facility or the 9-acre site upon which the school is located, situated at the southwesterly corner of Palo Verde Street and Monte Vista Avenue, could either be reactivated or a new facility constructed thereupon.

Alternatively, the school district could dispose of the Margarita Elementary School campus site and reallocate the funds to other site acquisition and/or other capital improvement efforts. The site's location along a major arterial highway and adjacent to the I-10 Freeway makes it an ideal candidate for an alternative use and those same factors may have influenced the OMSD's decision to close that facility. Based on the site's location and visibility, an alternative use may include conversion to a commercial use such as an automobile dealership or a "big box" retail facility.

As autonomous entities, the Ontario-Montclair School District and the Chaffey Union High School District have the authority and ability to acquire real property for the purpose of providing new or expanded school facilities. Both districts obtain funding from a variety of sources, including development fees. As a result, local school districts can act affirmatively to address their changing needs and facility requirements.

New residential development will directly add new students to district rosters and non-residential development will indirectly contribute to student populations and encourage household formation and in-migration into the districts' boundaries. Since a significant increase in existing student levels is not anticipated, program-related impacts on the OMSD and CUHSD are not projected to be significant.¹⁷

5.2.5.2 Water

The Monte Vista Water District (MVWD) provides water service to both the planning area, to other unincorporated areas lying between the Cities of Pomona, Chino, Chino Hills, and Ontario, and to portions of the City of Chino. Approximately 70 percent of the district's water supply is extracted from the Chino Groundwater Basin through a number of operating groundwater wells. The remaining 30 percent of the district's water supply is comprised of imported water.

Although water service is presently available to all properties within the City and its Sphere of Influence, many of those aging facilities may require repair or improvement over this planning period. The MVWD and not the City is responsible for the planning and implementation of those repairs and improvements.

The service population within the district is currently 42,000 individuals and is projected to increase to approximately 69,650 individuals by the year 2010. In order to accommodate that increased demand, the MVWD has developed a 30-year facilities master plan and accompanying financial master plan to address the needs of the district's aging infrastructure system. In accordance therewith, the MVWD recently completed a major water pipeline replacement and relining project and is currently in the planning phase relative to both additional wells and a cross-district feeder.



There presently exists a shortage of water resources available from the Chino Groundwater Basin to address projected regional demands (e.g., the basin is limited to a safe yield of 140,000 acre feet per year). The expansion of the existing quantity and the maintenance of the existing quality of water within the Chino Groundwater Basin is critical to the district's continuing efforts to provide water throughout its service area. The Inland Empire Utilities Agencies (previously the Chino Basin Water Conservation District) presently maintains two water conservation facilities within the City. The water conservation efforts of that agency result in the annual groundwater recharge of an estimated 10,000 acre feet.

It is anticipated that the MVWD will acquire pumping rights transferred from converted agricultural lands. These transfers are expected to increase the district's safe yield pumping rights from 8,500 to about 10,000 acre feet per year over a 30-year time period. The MVWD has 16.32 million gallons of water per day share of capacity in the Water Facilities Authority treatment plant that allows for the importing of water from the State Water Project up to 18,300 acre feet per year.

As a result of the MVWD's long-range planning efforts, sufficient water resources are available to accommodate the projected increase in water demands within the planning area. As future development and redevelopment projects occur during the planning period, each such project will be evaluated to determine both their project-specific water requirements and the availability of sufficient service, flow, and capacity to accommodate each land use.

5.2.5.3 Wastewater

Throughout the planning area, wastewater is collected through a network of City lines. Those lines discharge to regional collection facilities owned and maintained by the Inland Empire Utilities Agency (IEUA). The IEUA's

Westside Interceptor collection line transports the majority of the wastewater generated within the planning area to their Carbon Canyon Treatment Plant in the City of Chino. This regional facility has a design capacity of approximately 10-million gallons per day (mgd) and currently treats about 9.5 mgd. The remaining flows generated within the City are transported to the IEUA's Regional Plant No. 1 in the City of Ontario.

The IEUA also operates a separate brine line for non-reclaimable industrial and other sewage from the Chino Basin into Los Angeles County for treatment.

Projected increases in sewage flows originating from the planning area can be estimated based on projected residential and non-residential build-out projections and per unit generation rates as established by the IEUA for a variety of land uses. Table 8 (Projected Increase in Daily Wastewater Flow Rates) identifies current estimated flow rates and the increase in sewage flows attributable to anticipated development and redevelopment activities within the planning area.

As identified, development activities authorized under the General Plan Update will result in both increased sewer flow and a concomitant reduction in available treatment capacity, principally at the IEUA's Carbon Canyon Treatment Plant. These increased flows can, however, easily be rerouted to Regional Plant No. 1. Non-residential development will be the primary contributor to that increased flow.

The IEUA has indicated that, as long as development occurs incrementally throughout the planning period, all projected wastewater collection and treatment needs can be adequately accommodated at IEUA facilities. Localized improvements to existing systems and phased expansion of regional treatment facilities will, however, be required to accommodate both project-related and cumulative impacts from further

development and redevelopment activities in other cities that contribute to the regional sewage system.

Repairs and improvements to the wastewater collection system will result in short-term construction impacts along those alignments and at those facility locations. Those impacts may include short-term lane closure and disruption of ingress and egress opportunities to adjoining properties. The application of best construction practices has been demonstrated to effectively mitigate those impacts below a level of significance.

5.2.5.4 Flood Control

Those development and redevelopment activities authorized under the General Plan Update will result in the introduction of additional impervious surfaces in the planning area and diminish the amount of pervious areas where rain waters can permeate. Based on the highly urbanized nature of the planning area, the extent of additional site coverage and the additional storm flows resulting therefrom will be minimal.

In addition to incrementally increasing storm flows, waters discharged from paved surfaces have the potential of transporting

urban pollutants (e.g., petroleum products) into regional storm drain conduits. Compliance with applicable National Pollutant Discharge Elimination System (NPDES) and associated permit requirements will minimize those impacts to a less-than-significant level.

Storm water planning and management within the City and its Sphere of Influence are under the jurisdiction of the San Bernardino County Flood Control District (SBCFCD). In 1996, the SBCFCD prepared a comprehensive master plan encompassing most of the planning area and extending from San Antonio Creek on the west to the Cucamonga Creek Channel on the east. The resulting master plan presented a detailed response to the area-wide improvement needs required too safely and effectively convey storm waters from both the City and other up-flow areas.

Although the majority of storm water improvements contained in the SBCFCD's master plan have been implemented, the remaining components of that plan will be constructed during this planning period. Those improvements include, but are not limited to, the Mission Boulevard and Brooks Street storm drains and the future reconstruction of the West State Street Channel. In addition, repairs and

Table 8
PROJECTED INCREASE IN DAILY WASTEWATER FLOW RATES

Category	Generation Rate	Predicted Physical Change (number)	Predicted Physical Change (acreage)	Increased Flow Rates (gallons/day)
Single-family	270 gallons/day/unit	379 units	100 acres	102,330
Multi-family	270 gallons/day/unit	0		0
Subtotal Units		379 units		102,230
Commercial	3,000 gallons/day/acre	631,750 sq. ft.	176 acres	528,000
Industrial	4,000 gallons/day/acre	1,455,250 sq. ft.	93 acres	372,000
Public Facilities	3,500 gallons/day/acre	0	5 acres	17,500
Open Space	200 gallons/day/acre	0		0
Subtotal Non-Residential		2,087,000 sq. ft.	274 acres	917,500
Total			374 acres	1,019,830

Source: Inland Empire Utilities Agency and L. D. King, Inc.



improvements to existing facilities will occur during the project period in response to localized demands.

5.2.5.5 Solid Waste

Solid wastes presently generated within the planning area are transported by a contract waste hauler to the Milliken Landfill, owned by the County and operated by NORCAL under the terms of a County operating agreement. During the planning period, that County landfill is projected to reach its permit capacity and cease collecting municipal solid wastes (MSW). Alternative disposal options will be required at that time and may include the transport of MSW to other in-County or out-of-County facilities (e.g., El Sobrante Landfill in Riverside County) either through direct haul to that disposal site or via a materials recovery facility and transfer station where additional recoverable materials can be removed from the waste stream.

In accordance with the Integrated Solid Waste Management Act of 1994 (AB 939), the City has prepared both a "Source Reduction and Recycling Element" (SRRE) and a "Household Hazardous Waste Element"¹⁸ (HHWE) designed to encourage the diversion of waste from local landfills. In accordance with the mandate established thereunder, the City has implemented plans to reduce the quantity of municipal solid waste requiring disposal at local landfills by 50 percent from year 1994 conditions. The City has yet to obtain that diversion rate and may, therefore, be subject to the imposition of fines or other penalties as authorized thereunder.

The City's failure to reach its diversion goals, in combination with increased MSW that will be generated by new development authorized under the General Plan Update, will further exacerbate regional demands for additional solid waste disposal sites. Although those local development and redevelopment activities identified herein will

not significantly contribute to capacity shortfalls at permitted in-County facilities, cumulative development activities projected to occur throughout the region will produce a significant environmental effect relative to this topical issue.

5.3 PUBLIC HEALTH AND SAFETY ISSUES

Under this broad heading, the following issues are separately addressed herein: geology (including soils and flood hazards), noise, air quality, and police and fire protection services.

5.3.1 Geology

Landform Alterations

Since no large expanses of undeveloped lands, significant or unique physiographic features, or significant topographic variations exist throughout that area, development and redevelopment activities will not result in any large-scale or recognizable changes to the existing landform. Although landform changes will occur, with the exception of historic quarry sites within the City, those changes are the result of the introduction of new physical improvements or alteration of existing structures and are not the result of any significant modifications to the natural environment.

Reclamation of past mining activities may result in either the unconsolidated or engineered fill of those open areas used for the extraction of aggregates. These changes will be localized and limited to those quarry sites. Although constituting a physical change, these reclamation activities will be undertaken to return these sites to their pre-mining conditions and allow for a productive reuse. These changes should, however, be seen as beneficial since they will eliminate the residual effects of prior activities.

Regional Seismicity

The City and its Sphere of Influence exist in seismically active southern California. As population and employment levels within the planning area increase, a greater number of individuals will be exposed to those seismic forces. To the extent that new residents or employees relocate from other areas within the region, although localized increases or decreases in risk may occur, those individuals will generally experience a similar exposure level to those regional conditions.

As our society learns more about natural forces, with each major seismic event and structural failure, engineering standards are revised to reflect the knowledge learned from detailed investigations of those events. These revised standards are reflected in updated "Uniform Building Code" (UBC) requirements, such that newer buildings are in generally more adaptable to significant ground shaking than older buildings constructed under earlier code requirements. As a result, compliance with those standards will reduce potential seismic impacts to below a level of significance.

Soils

Based on the urbanized nature of the planning area, only limited portions of undisturbed soils remain throughout the City and its Sphere of Influence. Besides those areas retained for flood control purposes, these areas are limited to the approximately 233 acres of vacant property and 141 acres currently devoted to agricultural use.

The two dominant soils associations within the planning area are Tujunga-Dehli and Tujunga-Soboba. Both soil types are associated with recent alluvial activities and contain structural limitations that can serve as deterrents to development unless corrective actions or design plans acknowledge those constraints. As development occurs throughout the City, project-specific geotechnical reports and soil

surveys typically accompany development applications and contain site-specific recommendations regarding soils loading. Continued compliance with UBC standards will ensure that all future development and redevelopment activities fully respond to these constraints.

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.

5.3.2 Noise

Sources of noise can be divided into two categories: transportation-related sources and non-transportation sources. Within the planning area, the primary source of noise is generated from vehicular traffic on the I-10 Freeway and along arterial highways (e.g., Central Avenue and Holt Boulevard). Additional noise impacts are produced from rail traffic along the three rail lines that cross through the City. Transportation-related noise can be effectively controlled through land planning, site design review, and through the construction of barriers separating the noise source from the receptor.

Non-transportation noise sources include, but are not limited to, construction activities, operational and equipment noise produced from commercial and industrial facilities. These noise sources can be effectively mitigated through the enforcement of the City's Noise Ordinance. That ordinance sets forth criteria for residential areas impacted by stationary noise sources.

In order to evaluate the pre- and post-project noise environment, noise levels were



measured at twenty locations throughout the planning area. As indicated by those readings, noise levels were found to range from 56.4 dBA Leq to 73.3 dBA Leq. Transportation-related noise was the primary contributors to the existing (ambient) environment.

As traffic volumes on the local and regional roadway network increases, these noise levels would be predicted to incrementally increase. Since a doubling of traffic volumes is required to produce a 3 dBA (level of audibility) increase and since traffic levels will not increase in that proportion, noise impacts are predicted to be less than significant.

5.3.3 Air Quality

Air pollutant emissions can be categorized under one of two major source categories: construction (short-term) or operational (long-term) emissions. Construction emissions related to those generated during the construction phase of a project, including fugitive dust generated through soil disturbance and exhaust emissions produced by construction equipment, worker trips, and haul vehicles. Operational emissions are those which occur over the life of the project, including those stationary source emissions generated by the on-site consumption of natural gas and the off-site generation of electrical energy for on-site usage and mobile source emissions produced by motor vehicle exhausts attributable to project-related traffic. Both short-term and long-term air quality impacts are separately addressed below.

Public Health Considerations

The federal Clean Air Act defines "primary" pollutants as those capable of causing human health problems. Primary pollutants are those that are emitted directly from a source and include carbon monoxide (CO), reactive organic gases (ROG),¹⁹ nitrogen oxides (NOX), sulfur dioxide (SO₂), and

most particulate matter. Secondary pollutants are those formed by chemical and photochemical reactions in the atmosphere. The principal secondary pollutants are ozone (O₃) and nitrogen dioxide (NO₂). The public health implications associated with each of these pollutants are briefly described below:

- **Carbon monoxide** (CO) is a colorless, toxic gas that is produced by incomplete combustion of carbonous substances (e.g., gasoline and diesel fuel). The primary health effect associated with CO is the interference of normal oxygen transfer to the blood, resulting in tissue oxygen-deprivation.
- **Reactive organic gases** (ROG) are compounds primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by ROG but are the result of reactions between ROG and secondary pollutants.
- **Nitrogen oxides** (NOX) serves as an integral participant in the process of photochemical smog production. The two major forms of NOX are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperatures and/or pressures. NO₂ is a reddish-brown irritating gas formed by the combination of nitric oxide and oxygen. Nitrogen oxides acts as acute respiratory irritants and increases receptor susceptibility to respiratory pathogens.
- **Sulfur dioxide** (SO₂) is a colorless, pungent irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO₂. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract; at lower concentrations, combined with

particulates, SO₂ may do greater harm by injuring lung tissue.

- **Particulates** consist of finely-divided solids such as soot, dust, aerosols, fumes, and mists. About 90 percent (by weight) of all emitted particles are greater than 10 microns (i.e., ten one-millionth of a meter or four ten one-thousandths of an inch) in diameter. In contrast, about 90 percent of the total number of particulates are smaller than 5 microns in diameter. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities.

Particulates may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems. Fugitive dust can contribute to both respiratory problems attributable to the suspended particulates in the air and motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust can also cause significant property damage during strong wind conditions by acting as an abrasive agent.

As indicated in the SCAQMD's "CEQA Air Quality Handbook"²⁰ (Handbook), the residents of southern California pay for breathing polluted ambient air through increased episodes of respiratory infections and other illnesses; increased number of days of discomfort and missed days from work and school; increased use of medications to relieve eye and throat irritation, headaches, nausea, and aggravated asthma; and increased mortality. In addition, polluted air damages agriculture, the natural environment, and decreases visibility.

Construction Activities

During construction, emissions are generated by worker commutes, construction equipment, fugitive dust released into the air during grading

operations or as vehicles travel along unpaved roadways, paving operations, and through the application of architectural coatings. With the exception of those volatile organic compounds (VOCs) released over time, each of these emissions will cease upon completion of construction activities.

Based on the land use and related policies presented in the General Plan Update, an estimated 379 new residential dwelling units, 631,750 square feet of commercial use, and 1,455,250 square feet of industrial (inclusive of office professional) uses, will be developed during the planning period specified herein (i.e., 1999-2015). As indicated in Table 8 (Projected Increase in Daily Wastewater Flow Rates), project implementation will result in the urbanization of an estimated 100 acres for residential use, 176 acres for commercial use, 93 acres for industrial (and office professional) use, and 5 acres earmarked for additional public facilities (e.g., public park).

If construction activities are assumed to occur at a relatively constant rate, the following annual (and monthly) construction can be predicted:

- **Residential.** (1) Construction of 23 new dwelling units per year (or about two new units per month); and/or (2) Construction of 5.9 acres of new residential development per year (or approximately 0.5 acres per month);
- **Commercial.** (1) Construction of 37,162 square feet of new commercial development per year (or about 3,100 square feet per month; and/or (4) Construction of 10.4 acres of new retail use (or about 0.75 acres per month);
- **Industrial.** (1) Construction of 85,603 square feet of new industrial use per year (or approximately (or about 7,200 square feet per month); and/or (6) Construction of 5.5 acres of new industrial use per year (or approximately 0.5 acres per month); and



- **Public Facilities.** (1) Construction of 5.0 acres of public parklands per year (or approximately 0.5 acres per month).²¹

Each of the above activities are assumed to be independent of one another (e.g., separate applicants, on non-contiguous parcels). Although independent, for the purpose of environmental review, it is assumed that each of these activities are occurring concurrently (thereby producing cumulative impacts). In order to assess the significance of these combined effects, the "screening" tables contained in the Handbook were consulted. As indicated therein, threshold standards for construction emissions are based on quarterly projections.²²

In order to determine whether any of these threshold standards are exceeded, each of the monthly projections outlined above were multiplied by three, producing the following quarterly estimates: (1) 6 dwelling units; (2) 30,900 square feet of non-residential development; and (3) 6.75 acres of grading.

In accordance with the "screening" tables, the following thresholds of significance are established: (1) 1,309,000 square feet of gross floor area (GFA) for single-family development; (2) 975,000 square feet GFA for commercial use; (3) 559,000 square feet GFA for business park use; (4) 1,102,520 square feet GFA for industrial development; and (5) 177 acres of grading. As evident by these standards, anticipated construction activities anticipated within the planning area will not result in the generation of short-term air emissions that exceed the SCAQMD's threshold standards.

Operational Impacts

Operational or long-term impacts associated with the project consist of emissions generated by stationary and mobile sources of emissions. Stationary sources include off-site generation of electricity and on-site consumption of natural gas for space and

water heating. Mobile sources refer to traffic generated by the proposed land uses.

Unlike construction emissions, which are assumed to occur incrementally and will cease upon completion of construction operations, the operational impacts attributable to the General Plan Update constitute long-term emission sources. As a result, in order to assess operational emissions, the total of all anticipated development and redevelopment activities constitute the basis for operational impact assessment. As indicated, build-out will result in the introduction of 379 dwelling units, 631,750 square feet of commercial use, and 1,455,250 square feet of industrial use.

As indicated in the "screening" tables in the Handbook, the following threshold standards have been established as the basis for determining whether a pending project has the potential to generate significant air quality impacts: (1) 166 single-family residential units; (2) between 9,000 and 64,000 square feet of commercial use (dependent upon the nature of that use); and (3) 276,000 square feet of industrial use.²³ Based on these standards, development activities authorized under the General Plan Update have the potential to produce a significant air quality impact.

Pursuant to the Handbook, "[t]here are three methods available for estimating emissions from the operation of a facility: (1) screening data through Tables 9-7 and 9-8 [of the CEQA Air Quality Handbook]; (2) employing the Mobile Assessment for Air Quality Impacts (MAAQI) model for mobile emissions; and (3) using the methodology and emission factors given in Appendix 9 [of the CEQA Air Quality Handbook]. Tables 9-4 and 9-5 are adequate for estimating emissions when preparing a ND [Negative Declaration] or a MND [Mitigated Negative Declaration], but it should not be depended upon for estimates for an EIR...The MAAQI Model can be used to estimate emissions for

the ND or MND; however, site-specific information should be developed to the fullest extent possible for the EIR...Emission estimates for the EIR should follow the methodology and emissions factors provided in the [CEQA Air Quality] Handbook."²⁴

Emission projections have been formulated for a variety of land uses and can be utilized to generally determine the mobile and stationary source operational emissions associated with those uses. Each of those emission factors, as extracted from the Handbook, are presented in Table 9 (Screening Table for Estimating Operational Emissions) below.

Utilizing these emission factors, operational emissions can be determined. As indicated in Table 10 (Estimated Operational Emissions), based on the build-out projections identified herein, the project exceed established SCAQMD standards for reactive organic compounds (ROC), nitrogen oxides (NOX), and carbon monoxide (CO).

The Handbook "contains a menu of mitigation measures that project proponents and local governments can use to select those measures that are feasible to mitigate the project's impact." A quantitative value has been assigned to many of the mitigation measures outlined therein. As indicated

therein, "mitigation measures should be linked to the phase of construction or operation that is generating the impact to be mitigated." Relative to the proposed project, the focus of the City's mitigation efforts is directed toward reducing operational air quality impacts. Those measures have been incorporated as policy statements in the General Plan Update.

Consistency Determination

CEQA requires that certain projects are subject to a consistency determination under the "Air Quality Management Plan" (AQMP). A consistency determination plays an essential role in local agency project review by linking local planning and individual projects to the AQMP by: (1) fulfilling the CEQA goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) providing the local agency with ongoing information ensuring local decision makers that they are making real contributions to clean air goals contained in the AQMP. Because the AQMP strategy is based on projections from local general plans, only new or amended general plan elements, specific plans, and significantly unique projects need to undergo a consistency

Table 9
SCREENING TABLE FOR ESTIMATING OPERATIONAL EMISSIONS

Land Use	Unit of Measurement	Emission Factors (pounds/day)			
		ROC	NO _x	CO	PM ₁₀
Mobile Source					
Single-Family Residential	Dwelling Unit	0.27	0.23	3.32	0.02
Commercial (Medium Shopping Center)	1,000 square feet GFA	1.02	0.21	7.97	0.10
Industrial (Light Industrial)	1,000 square feet GFA	0.20	0.12	1.97	0.02
Energy Consumption					
Single-Family Residential	Dwelling Unit	0.00017	0.01916	0.00333	0.00067
Commercial (Shopping Center)	1,000 square feet GFA	0.00032	0.03718	0.00647	0.00129
Industrial	1,000 square feet GFA	0.00024	0.02773	0.00482	0.00096
Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, Tables 9.7 and 9.8.					

Table 10
ESTIMATED OPERATIONAL EMISSIONS
(pounds/day)

Land Use	Projected Development	Emission Factors (pounds/day)			
		ROC	NO _x	CO	PM ₁₀
Mobile Source					
Single-Family Residential	379 Units	102.33	87.17	1,258.28	7.58
Commercial (Medium Shopping Center)	631.750 K	644.39	132.67	5,035.05	63.18
Industrial (Light Industrial)	1,455.250 K	291.05	174.63	2,866.84	29.11
Stationary Source					
Single-Family Residential	379 Units	0.06	7.26	1.26	0.25
Commercial (Shopping Center)	631.750 K	0.20	21.30	4.08	0.81
Industrial	1,455.250 K	0.35	40.35	7.01	1.40
Total Mobile and Stationary Source					
Single-Family Residential	379 Units	102.39	94.43	1,259.54	7.83
Commercial (Shopping Center)	631.750 K	644.59	153.97	5,039.13	63.99
Industrial	455.250 K	291.40	214.98	2,873.85	30.51
SCAQMD Standard		55	55	550	150
Source: L. D. King, Inc.					

review. Projects that are consistent with the local general plan are considered consistent with the AQMP.

There are two key indicators of consistency with the AQMP: (1) whether the project will result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; and (2) whether the project will exceed the assumptions presented in the AQMP (or increments thereof).

Determination of consistency with the AQMP is addressed in SCAG's "Guidelines for Implementation of 1989 AQMP Conformity Procedures" (March 1990). In accordance therewith, a project conforms with the AQMP if the project: (1) improves or has a neutral effect on the jobs/housing balance; and (2) demonstrates that vehicle trips (VT) and vehicle miles traveled (VMT) have been reduced to the extent feasible by implementing transportation demand management (TDM) strategies.

A region is balanced if it had an employment to housing ratio of 1.27 in the year 1984 and a projected employment to housing ratio of

1.22 in the year 2010. Ideally, each city in the greater southern California area would achieve this ratio to attain the overall balance, thereby reducing the need for extended commuter trips. Typically is not practical since the locations of employment centers and housing areas tend to be grouped as a result of local land use policies.

San Bernardino County had a jobs/housing balance ratio of 0.80 in 1984 and has a projected ratio of 0.81 in the year 2010, making it "housing-rich." The General Plan Update allows for the development of only 379 new housing units but generates an estimated 8,348 new jobs. As a result, project implementation will promote the regional attainment of the job/housing ratio.

As indicated herein, a detailed Traffic Impact Analysis (TIA) has been conducted in accordance with the requirements of the "Congestion Management Program" (CMP). Conformity with the CMP requires that the project be compared with the goal of obtaining and retaining a certain level of service (LOS) on project-impacted roadways. In accordance therewith, various TDM strategies have been identified therein and will be implemented through the policies contained in the General Plan Update. As a result, the project is consistent with the CMP



and, therefore, furthers the VT and VMT reduction objectives of the AQMP.

5.3.4 Police and Fire Protection Services

Police Protection Services

Police protection services within the City are presently provided by the Montclair Police Department. That department presently maintains a ratio of 1.78 sworn and 1.82 non-sworn law enforcement personnel per 1,000 population. Although demands on police services do not directly equate to population levels, as an area intensifies, increased demands are placed on law enforcement personnel, equipment, and facilities.

Commercial and other non-residential land uses within the City create both a substantial number of jobs and result in the introduction of a large transient population comprised of workers, shoppers, and other individuals either passing through the planning area on route to other designations or availing themselves of the services offered throughout the community. Although these day users generate police calls, these individuals are not factored into the personnel-to-employment ratio.

If the personnel-to-population ratio was the only variable influencing the demand for police services, assessing impacts would be as simple as taking the 379 new dwelling units anticipated in the planning area, multiplying those units by an average household population of 3.39 individuals per unit, dividing the resulting number by 1,000, and multiplying by the existing ratio. In accordance with that ratio, population growth will result in a projected demand for an additional 4.626 law enforcement personnel (including 2.287 sworn officers). In addition to that demand, the expansion of the community's commercial, industrial, and office professional uses (in addition to the projected increase in area-wide traffic) will create other demands not accounted for based solely on that ratio.

Many commercial centers now provide private on-site security personnel whose presence serves to deter crime. Additionally, effective design (e.g., defensible space) can reduce crime rates by enhancing visibility and improving surveillance. Lighting may also have an effect on reducing crime; however, if lighting was the sole variable in crime reduction, criminal activities could be significantly reduced merely by introducing new or intensifying existing lighting sources.

As a result, at a programmatic level, it is inappropriate to simplify law enforcement impacts as only a ratio between personnel-and-population. As individual development and redevelopment projects are proposed within the planning area, each project will be separately examined to assess what, if any, impacts that project may have and what, if any, changes can be proposed to enhance the safety and security of site users.

The City, through its annual budgetary review, has the ability to expand personnel, purchase new equipment, and construct new or upgraded facilities in response to identified demands. As a result, the City can fully mitigate impacts on police protection services resulting from those development and redevelopment activities.

Fire Protection Services

As the planning area further intensifies, new uses will be introduced, vacant properties will be converted to an urban use, traffic volumes along area roadways will increase, and travel speeds will be expected to diminish. All of these factors can contribute to increased demands on fire protection personnel, equipment, and facilities. Conversely, through development and redevelopment, older structures will give way to new buildings constructed in accordance with current "Uniform Fire Code" (UFC) design and development standards. Emergency access considerations and fire control and suppression features will be considered in the review of those



development plans and integrated into the design of those uses.

Non-residential uses involving the on-site use, storage, or processing of hazardous materials must maintain a current list of those materials and routinely provide that information to the Montclair Fire Department. In that fashion, fire personnel responding to structural fires are provided advanced warning of the presence of hazardous or flammable materials that may be on the site. Additionally, routine maintenance of non-residential uses by fire protection personnel ensures that fire control features are actively maintained and available for on-site use.

As development and redevelopment activities occur throughout the planning area, each project is examined to ensure both compliance with existing standards and the availability of sufficient fire flow capacity in keeping with the size and classification of the proposed use.

The City, through its annual budgetary review, has the ability to expand personnel, purchase new equipment, and construct new or upgraded facilities in response to identified demands. As a result, the City can fully mitigate any impacts on fire protection services associated with the implementation of the General Plan Update.

5.4 ENVIRONMENTAL RESOURCE ISSUES

Under this issue heading is a discussion of program-level impacts on open space, recreation, and cultural resources. Under this category are a number of other issues that are addressed elsewhere in this EIR, including soils (addressed under Section 5.3.1 [Geology]), regional water resources (addressed under Section 5.2.5.4 [Flood Control]), and both biological and mineral resources (addressed under Section 2.4.1 [Impacts Determined to be Less than Significant Prior to Release of the Notice of Preparation]).

5.4.1 Open Space and Recreation

The term "open space" is inclusive of park and other recreational areas, flood control facilities, and agricultural lands. Since no agricultural designation is proposed under the land use policies of the General Plan Update, these areas are projected to convert from an open space to an urban use during this planning period. As a result, the quantity of agricultural lands will continue to diminish over time throughout the City and its Sphere of Influence.

Only 48.7 acres of park lands and other recreational uses exist throughout the planning area, representing a ratio of only 1.24 acres of parkland for each 1,000 residents. As the City's population increases over the planning period to 39,697 individuals, assuming no increase in park acreage, the population-to-park ratio will decrease to 1.23 acres per thousand residents.

As indicated in the General Plan Update, it is the policy of the City to expand available park acreage and associated recreational opportunities throughout the community and to strive to obtain a goal of 3.0 acres of recreational area for each 1,000 residents. In order to accomplish that objective, the City would need to create a total of 119 acres of recreational use within the planning area, representing an increase of 70.4 acres over existing conditions. Conversely, if it is assumed that existing residents are currently provided sufficient recreational resources and that the stated goal only applies to new residents, the projected population increase of 1,285 people would translate into a demand for only 3.9 acres.

In accordance with the authority provided under the Quimby Act, local agencies can collect park fees and/or require the dedication of park acreage as a condition of subdivision map approval. In accordance therewith, the City has adopted a program to collect fees and require real property

dedication. As the planning area further intensifies, additional fees will be added to those monies already collected by the City. Those funds can and will be used to expand park acreage within the planning area. For example, the City has identified a potential new park site west of Vernon Avenue, east of Central Avenue, north of Phillips Boulevard, and south of Howard Street. The future acquisition and development of that site or an alternative site will expand total park acreage available to City residents and other park users.

Although existing park-to-population ratios are less than the City's established goal, CEQA focuses on the physical changes to the existing environment and not on whether existing conditions meet or fail to meet those goals. Since the development of that site will accommodate the projected additional demands resulting from the further intensification of the planning area, the impacts of those activities will be fully mitigated.

Unaccounted for in the City's current inventory are those existing school sites that allow for public use of playground areas and sports fields during those periods when school is not in session. Both the Ontario-Montclair School District and Chaffey Union High School Districts authorize that use at select campus sites. During the planning period, those discussions will continue and additional school facilities may be made available for additional recreational use. Under the terms of any future agreements between those parties, the City may contribute to the cost of facility improvements (e.g., installation of sports lighting) in exchange for expanded public use.

5.4.2 Cultural Resources

No prehistoric sites have been identified in the City. Based on the highly urbanized nature of the City and its Sphere of Influence, only small sections of the planning

area remain both undeveloped and undisturbed. As a result, there appears limited likelihood that future development or redevelopment activities would produce a significant impact on any archaeological resources

Although there exist no local properties listed on the State and/or Federal Register of Historic Places, the absence of those listing is not necessarily indicative of the absence of locally significant historic resources. In recognition of the potential presence of such resources, in 1992, the City adopted a Historic Preservation Ordinance requiring review of any potentially eligible property prior to any physical modification of those properties. Compliance with that ordinance will mitigate any potential impact on potentially historic properties located within the planning area to below a level of significance.

5.5 GROWTH-INDUCING IMPACTS

Referencing Section 2100(b)(5) of CEQA, EIRs shall include a discussion of "the growth-inducing impact of the proposed project." As further indicated in Section 15126(f) of the Guidelines, the EIR shall "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

As required under CEQA, an analysis of a general plan amendment (GPA) must be examined in the context of the project's potential change to existing conditions and not merely the change that may result from the imposition of one set of policies over another. The potential growth-inducing impacts of the pending project must be examined in the context of how the proposed General Plan Update will induce or potentially induce development relative to current conditions (and not relative to proposed changes in existing public policies).



Any land use policy that allows for site intensification beyond that level now present is, by definition, growth inducing. Although those policies will allow additional development or redevelopment activities to occur, the general plan is intended to ensure that such activities occur in a planned and orderly fashion. In addition, the general plan is intended to ensure the availability of adequate services and systems to accommodate growth. The general plan further serves to ensure that development and redevelopment activities are consistent with and compatible to other existing and reasonably foreseeable development within the community. As a result, it would be more correct to state that the City's land use and related policies "provide" for controlled growth rather than "induce" growth.

The development assumptions presented in this EIR define the extent to which the General Plan Update "provides" for additional growth. No additional "induced" growth beyond those development assumptions are anticipated or expected to occur as a result of the pending project. The

potential impacts of the General Plan Update are as defined herein and no additional growth-inducing impacts beyond those build-out assumptions have been identified by the City.

Conversely, if "induced" growth is defined as the additional development that may occur beyond that which is now authorized under the 1983 General Plan, the project's potential growth-inducing effects can be derived by comparing the build-out assumptions under the 1983 General Plan (as represented in Table 3 [1983 General Plan Build-Out Projections: 1998-2015]) and the assumptions identified herein for the General Plan Update (as represented in Table 2 [General Plan Update Build-Out Projections: 1998-2015]). The differences between these two policy documents are presented in Table 11 (Comparison between the 1983 General Plan and the General Plan Update).

As indicated in Table 11 (Comparison between the 1983 General Plan and the General Plan Update), implementation of the General Plan Update will allow for a slight

Table 11
COMPARISON BETWEEN THE 1983 GENERAL PLAN AND THE GENERAL PLAN UPDATE

Category	Build-Out Under 1983 General Plan (Year 2015)	Build-Out Under General Plan Update (Year 2015)	Numeric Increase
Residential			
Single-family (Dwelling Units)	7,573	7,725	152
Multi-family (Dwelling Units)	3,985	3,985	0
Total Dwelling Units	11,558	11,710	152
Employment			
Retail Employment (Jobs)	8,979	9,087	108
Non-Retail Employment (Jobs)	15,970	15,828	(142) ¹
Total Jobs	24,949	24,915	(34)
Population			
Population (Individuals)	39,182	39,697	515
1. Numbers in parenthesis indicate a reduction in that category.			

increase (i.e., 152 units) in the number of dwelling units and will result in a slightly lower number (i.e., 34 jobs) of new jobs as compared to that number projected under the land use policies presented in the 1983 General Plan. As indicated by this comparison, the General Plan Update does not represent a significant departure from the 1983 General Plan.

The potential impacts of this change, relative to project's ability to foster economic or population growth or the construction of additional housing or extend public services to an area now absent or deficient in those services, are examined below.

- **Economic Growth.** It is the intent of the General Plan Update to ensure the rational utilization of real property within the planning area. It is not the intent of the land use policies outlined therein to stimulate economic development beyond the limits authorized thereunder. As a result, although economic growth is a desired outcome of this planning process, the extent of that growth has been defined herein and plans have been formulated to accommodate that level of development. These efforts can, therefore, be described as "growth facilitating" rather than "growth inducing."
- **Population Growth.** Project implementation will result in the introduction of an estimated 152 additional dwelling units beyond that limit now authorized under the 1983 General Plan. Based on an average household size of 3.39 individuals per household, approximately 515 more individuals will be added to the community, representing only a 1.3 percent increase in the projected build-out population. While the General Plan Update will produce population growth beyond those expectations associated with the 1983 General Plan, the extent of that growth is not substantial relative to the total population of the community and is de minimus relative to the growth projects for

the entire region, as identified in the RCPG.

- **Additional Housing.** The focus of the General Plan Update is on the preservation of the community's existing housing stock, not on a substantial expansion of the existing housing inventory. Preservation activities have minimal impact on existing services and systems. As a result, efforts to retain the community's housing inventory will not produce significant growth-inducing impacts.

Although the General Plan Update will allow for increased housing development beyond that limit now authorized under the 1983 General Plan, the extent of that increase is minimal relative to both the total number of dwelling units within the City and the projected increase in housing opportunities throughout San Bernardino County during this planning period, as identified in the RCPG. Existing support services are already in place to accommodate this increase in the City's housing inventory.

- **Expansion of Public Facilities.** No significant modification to any existing infrastructure systems will be required to service or support the development and redevelopment activities authorized under the General Plan Update. Although localized upgrades and modifications of those systems are envisions, those improvements will neither result in the extension of service delivery systems to areas presently absent those requisite systems nor will it significantly expand the capacity of existing systems. As a result, project implementation will not result in the elimination of any existing infrastructure constraints that now preclude those development and redevelopment activities.

5.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As required under Section 21100(b)(2)(B) of CEQA and Section 15126(e) of the Guidelines, the EIR shall identify "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented," including commitments of nonrenewable resources.

Implementation of the land use and related policies contained in the General Plan Update will result in the construction of new residential and non-residential uses as well as the redevelopment and/or renovation of existing properties within the planning area. Construction activities typically involve the consumption of both renewable (e.g., wood) and nonrenewable (e.g., fossil fuels) resources which, once committed to the pending project, are either expended or unavailable for alternative uses. None of these resources are, however, unique to the project area.

Since implementation of the General Plan Update is projected to occur incrementally over the planning period (i.e., 1998 - 2015), resource commitments will occur incrementally over time. As such, replacement resources can be developed for those renewable materials allocated to the project and alternative sources may be formulated as a substitution for those permanently committed to the project. Similarly, project implementation will allow for the intensification of existing real property within the City and its Sphere of Influence. Real property should be perceived as a nonrenewable resource that, once committed to a specific use (e.g., residential development), generally becomes unavailable for an alternative use (e.g., open space). Although those changes can be reversed, the feasibility of such conversions is uncertain and clearly much more difficult to accomplish than if such commitment were not to occur in the first place.

Endnotes:

¹ Referencing Section 15064(d) of the Guidelines, "in evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project. A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project. . . An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment."

² A "land use" is one of the mandated elements of a general plan. In accordance therewith, a Land Use Element has been prepared as part of the General Plan Update. Although the following discussion focuses on the issues of the physical arrangement of land uses within the community, this analysis is not confined to the goals, policies, and programs outlined in that general plan element.

³ Referencing Section 15064(l)(4) of the Guidelines, "[a] lead agency may determine that the incremental impacts of a project are not cumulatively considerable when they are so small that they make only a de minimus contribution to a significant cumulative impact caused by other projects that would exist in the absence of the proposed project. Such de minimus incremental impacts, by themselves, do not trigger the obligation to prepare an EIR. A de minimus contribution means that the environmental conditions would essentially be the same whether or not the proposed project is implemented."

⁴ Op. Cit., "Regional Comprehensive Plan and Guide," p. 3-27.

⁵ L.D. King, Inc., "City of Montclair Single Family Neighborhood Evaluation Existing Conditions Report," December 1, 1997; L.D. King, Inc., "Action Plan 1998, City of Montclair Housing Improvement Task Force," February 1998, pp. 7-8.

⁶ Op. Cit., "Regional Comprehensive Plan and Guide," pp. 6-47 and 48.

⁷ Ibid., p. 6-7.

⁸ A "circulation element" is one of the mandated elements of a general plan. In accordance therewith, a Circulation Element has been prepared as part of the General Plan Update. Although the following discussion focuses on the issues of traffic and circulation, this analysis is not confined to the goals, policies, and programs outlined in that element.

⁹ RKJK & Associates, Inc., "City of Montclair General Plan Update - CMP Traffic Impact Analysis," April 16, 1999.

¹⁰ The study area utilized for the purpose of the CMP analysis extended beyond the City and its Sphere of Influence. CMP roadways within the study area include: (1) State Route (SR) 30; (2) Foothill Boulevard; (3) Arrow Highway; (4) the I-10 Freeway; (5) Holt Boulevard; (6) Mission Boulevard; (7) the SR-60 Freeway; (8) Walnut Avenue; (9) Riverside Drive; (10) Edison Avenue; (11) the SR-71 Freeway; (12) Central Avenue; (13) Mountain Avenue; and (14) Euclid Avenue.

¹¹ LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience. LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform level. Small increases in flow will cause breakdowns in traffic movement. LOS "F" is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount which can traverse that point. Queues form behind such locations.

¹² A "housing element" is one of the mandated elements of a general plan. In accordance therewith, a Housing Element has been prepared as part of the General Plan Update. Although the following discussion focuses on the issues of population and housing, this analysis is not confined to the goals, policies, and programs outlined therein.

¹³ For a family of four, "very low income" was then defined as an annual household income of not more than \$18,300/year; "low income" was defined as an annual household income of not more

than \$29,300/year" and "moderate income" was set at a level of not more than \$43,900/year. Income criteria, as established by the United States Department of Housing and Urban Development, changes annually and the current standards may differ from those referenced herein.

¹⁴ During the Fiscal Year 1998 session, the Governor restored the mandate and funds for councils of governments to prepare a "Regional Housing Needs Assessment" (RHNA). SCAG is now required to produce a draft RHNA by June 30, 1999 and local jurisdictions are required to submit draft housing elements to the State by June 30, 2000. The "1999 Regional Housing Needs Assessment" (RHNA99) is not presently available and, therefore, has not been incorporation herein.

¹⁵ A "community design element" is included as an optional element in both the 1983 General Plan and General Plan Update. Although the following discussion focuses on the issues of community design and urban form, this analysis is not confined to the goals, policies, and programs outlined in that element.

¹⁶ Most of this area falls within the boundaries of the "North Montclair Specific Plan" and the "Montclair Redevelopment Agency's Project Area III."

¹⁷ By this statement, the Lead Agency is not stating that implementation of the General Plan Update is either absent any impacts upon either district or that revenues generated from development fees will offset the costs to provide new or expanded facilities or cover administrative costs incurred by those new students.

¹⁸ Although constituting important planning documents relative to the City's solid waste management efforts, neither the SRRE nor the HHWE constitute elements of the "City of Montclair General Plan."

¹⁹ As used herein, the terms "reactive organic gases" (ROG), "reactive organic compounds" (ROC), and "volatile organic compounds" (VOC) are used interchangeable.

²⁰ On February 12, 1993, the Governing Board of the SCAQMD adopted an CEQA Air Quality Handbook "as guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA." As indicated in the accompanying staff report, "the CEQA Air Quality Handbook is an advisory tool for analyzing and mitigating air quality impacts from new projects."

²¹ Only approximately five acres of new park lands are anticipated to occur during this planning period. Since the precise timing of that development cannot be predicted and since it is assumed that all such development will occur during a single 12-month period, in order to reflect a worst-case scenario, this single event has been represented as an annual event herein.

²² Op. Cit., "CEQA Air Quality Handbook," Table 6-3 (Screening Table for Construction - Quarterly Thresholds of Potential Significance for Air Quality), p. 6-12.

²³ Ibid., Table 6-2 (Screening Table for Operation - Daily Thresholds of Potential Significance for Air Quality), p. 6-10.

²⁴ Ibid., p. 9-5.

6.1 INTRODUCTION

Section 15126.6(a) of the Guidelines further require that the Lead Agency "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

The function of the alternatives analysis in an EIR is to seek optional ways to accomplish the project's stated objectives that avoid or substantially lessen any of the significant environmental effects that are anticipated to occur as a result of the project's effectuation. In addition, by mandating the inclusion of a "no project" alternative, the resulting analysis is intended to provide a baseline against which project-related and alternative impacts can be evaluated. Since a comparative analysis of each alternative is required, this section provides the City's decision makers and the general public with the means to compare and select between different ways of accomplishing the project's stated objectives.

It is neither the intent of the alternatives analysis to focus on individual components of the project (e.g., alternative uses for a single site) nor to address different development options for individual parcels, unless such alternatives would result in the avoidance or reduction of the project's impacts.

6.2 PROGRAM ALTERNATIVES

In fulfillment of the City's CEQA obligations, the City has identified a range of reasonable alternatives that accomplish the project's stated objectives, serve to satisfy specific analytical requirements (i.e., "no project" alternative), and seek to avoid or reduce the significant or potentially significant effects of the proposed project. Each of these

alternatives are separately examined below and a comparative analysis of these alternatives is presented in Table 4 (Comparative Evaluation of Project Alternatives).

Other alternatives identified by the City but deemed to be either infeasible or determined to be unlikely to produce a substantial reduction in any of the significant or potentially significant environmental effects identified herein are identified in Section 2.5.1 (Alternatives Considered but Subsequently Rejected) herein.

6.2.1 "No Project" Alternative

Two different scenarios exist under the "no project" alternative. Under the first scenario (identified herein as "No Project Alternative No. 1: No Development"), no additional development, redevelopment, or capital improvement activities occur within the study area. No additional dwelling units are constructed and no additional square footage of non-residential uses are added to the City. Other than maintenance, rehabilitation, and restoration activities, the existing status quo is maintained.

It is unreasonable to assume that conditions within the City will be retained as they currently exist or that the City has either the authority or desire to prohibit individual property owners from improving their properties. As a result, although deemed to be infeasible, this alternative is posited for the sole purpose of providing a baseline against which other alternatives can be considered and their relative effects evaluated.

Since CEQA only examines discretionary actions, those future projects that are either exempt from CEQA or which can be undertaken under only ministerial review will occur and will continue to physically transform the community. Without annexation of unincorporated areas, development within the Sphere of Influence

will occur under the authorization of the County of San Bernardino.

In recognition of these factors, a second "no project" alternative (identified herein as "No Project Alternative No. 2: Build-Out of 1983 General Plan") has been identified herein and assumes the build-out of the planning area in accordance with the City's current land use policies, as presented in the 1983 General Plan.

6.2.1.1 No Project Alternative No. 1: No Development

Under this alternative, no new development, redevelopment, or capital improvement activities occur with the City. No change from current conditions occurs hereunder, other than those limited improvements associated with rehabilitation or renovation of existing properties and producing no change in the nature of the existing use and no increase in the number of dwelling units within the City. Existing and future development levels within the City are assumed to remain at those levels identified as the "existing baseline conditions" in Table 2 (General Plan Update Build-Out Projections: 1998-2015). By maintaining the "status quo," no additional areas are annexed into the City. As a result, the anticipated physical changes to and within the City would be expected to be minimal.¹

Since the Sphere of Influence area is retained under County jurisdiction, the Lead Agency has no authority over that area and cannot influence the rate or timing of development that can occur therein. As a result, under this alternative, the planning area is diminished by an estimated 1.26 square miles (corresponding to the size of the Sphere of Influence). It is, therefore, assumed that development in this outlying area (and any impacts resulting from that development) will continue to occur in accordance with the land use policies of the County.

Although development activities within the City would not contribute to those cumulative impacts associated with those area-wide activities projected to occur outside the City, this incremental reduction in localized impacts would not be anticipated to be sufficient to result in an avoidance of those cumulative environmental effects identified herein.

Although development restrictions, such as a prohibition on future development, will result in a minimization of environmental effects, those same actions (or non-actions) have the potential to elevate social and economic impacts to a level of significance. Under this alternative, vacant or under-developed properties within the City would not be improved beyond their current levels. This may result in disincentives for individual owners to undertake improvements to their properties, thereby potentially diminishing (over time) the condition of the City's housing stock. The value of those properties would be diminished and, thereby, reduce the taxable property tax proceeds that would otherwise pass to the City. Reduced public revenues would result in diminished public services and maintenance activities (e.g., road repairs), further escalating economic disincentives and contributing to those blighting influences that can negatively impact a community.

- **Development Issues.** Under this alternative, no additional project-related impacts would be expected to occur within the confines of the City's corporate boundaries. Since physical alterations to properties would be expected to be minimal (e.g., rehabilitation and renovation activities), no substantial change in the visual character or urban form of the community would be anticipated. All existing land uses would remain at their current densities. Since the number of dwelling units and number of existing employment opportunities would not increase, the existing number of vehicle trips generating or terminating within the

City would remain at or near 1998 levels. Vehicle trips originating and terminating outside the community would, however, be expected to increase above existing levels at a rate generally reflecting the ambient growth of the region.

Since no further intensification of the City would occur under this alternative, no impacts on existing public facilities and/or public utilities would occur under this alternative. Demands for water, wastewater, electrical and natural gas services and the quantities of solid wastes generated within the City would remain at existing levels. Similarly, barring a change in the community's demographics, the demand for library and educational facilities would remain unchanged.

- **Public Health and Safety Issues.** In the absence of further intensification of properties within the City, existing geologic hazards would remain at current levels. Similarly, in the absence of new development or redevelopment activities resulting in an increase in the number of vehicle trips originating or terminating within the City, no additional stationary or mobile source air quality impacts would result from authorized activities. Without additional demands, impacts on police and fire protection services would remain at existing levels.
- **Environmental Resource Issues.** The location and type of open space and recreational opportunities available would remain at current levels within the planning area. Since development under this alternative would be minimal and confined to renovation and rehabilitation activities, impacts on any historic or prehistoric resources within the City would be minimal.

6.2.1.2 No Project Alternative No. 2: 1983 General Plan²

Additional development within the planning area (inclusive of the adopted Sphere of

Influence) can occur under the authorization of the existing 1983 General Plan. Based on the policies presented therein, reasonably foreseeable future growth within the community (i.e., defined as the increase in the number of dwelling units, jobs, and population for the period 1998 through 2015) can be identified and is presented in Table 2 (1983 General Plan Build-Out Projections: 1998-2015).

Since the retention of the existing land use policies, as reflected in the 1983 General Plan, will result in incrementally less development than now proposed under the General Plan Update, the potential project-related effects attributable to the implementation of this alternative will be incrementally less than those impacts associated with the proposed project, as described herein.

By incrementally reducing the anticipated number of new dwelling units and additional square footage of non-residential development within the City, impacts resulting from all development and redevelopment activities within the planning area will also be reduced, albeit the decrease in environmental effects will not be in direct proportion to the reduction in build-out projections for all environmental factors under review. For example, from a land use, flood control, and aesthetic impact perspective, the development of a vacant lot to accommodate either one or two dwelling units will produce a comparable environmental effect (i.e. less than a doubling of the anticipated environmental effect). When viewed from a population and housing perspective, however, the differences between one and two units may be substantial (i.e., a doubling of the resulting impacts).

- **Development Issues.** Land use impacts associated with this project alternative will be similar to (although incrementally less) than those associated with the pending project. Vacant properties within the City

and its Sphere of Influence will continue to intensify in accordance with the City's approved land use plan. Since the retention of the existing land use policies, as presented in the 1983 General Plan, will result in incrementally less development than now proposed, the potential alternative-related effects within the study area will also be incrementally less than those associated with the proposed project.

It is reasonable to assume that any reduction in the number of future units or any decrease in the square footages of future non-residential uses constructed within the City will translate into a corresponding increase in the number of units and square footages of other non-residential uses within the remainder of the region. As a result, the cumulative development impacts of this alternative are assumed to be comparable to those associated with the proposed project.

- **Public Health and Safety Issues.** By reducing the number of dwelling units constructed and the number of individuals working within the City, the number of individuals working or residing in the planning area exposed to regional geologic, geotechnical, and seismic influences will be reduced. Since the number of vehicle trips originating or terminating in the City and its Sphere of Influence directly relate to the nature and intensity of land uses therein, a reduction in those units will produce a corresponding reduction in the sources of mobile source noise and air quality impacts. Additionally, if demands on police and fire protection personnel directly relate to the resident and non-resident population of the community, impacts under this alternative would be predicted to be less than those associated with the proposed project.

- **Environmental Resource Issues.** Since no sensitive biological resources or State-designated areas of mineral resources

have been identified either within the City or its existing Sphere of Influence area, under this alternative, impacts on those environmental factors will continue to remain insignificant and are not further addressed herein.

Under both the 1983 General Plan and proposed General Plan Update, development activities within the City's corporate boundaries will remain generally similar. Within the Sphere of Influence area, proposed development plans call for the further intensification of those areas beyond that level now proposed in the 1983 General Plan. Although the level of intensification between the two plans is slightly different, no additional areas for conservation have been identified. As a result, impacts upon any cultural resources will be similar under this "no project" alternative to that associated with the General Plan Update.

Neither the 1983 General Plan nor the General Plan Update contain detailed implementation plans promoting the expansion of additional open space opportunities throughout the planning area. Since both policy documents contain similar open space policies and Quimby Act (i.e., park dedication and in-lieu fee authorization) requirements, no substantial differences exist relative to the comparative impacts relative to this topical issue.

6.2.2 Land Use Alternatives

Although all localized impacts could be reduced below a level of significance, the City has tentatively concluded that cumulative traffic and air quality impacts will continue to occur at or above a level of significance. These effects primarily relate to the increased region-wide traffic that will occur over the planning period (i.e., 1998-2015).

In formulating a reasonable range of alternatives to the General Plan Update, the

focus of that alternatives' analysis has been on the identification of strategies to reduce localized and regional traffic volumes, inclusive of those identified by SCAG and contained in the "Regional Transportation Plan" (RTP).³

Available strategies include, but may not be limited to, those land use alternatives identified below. Implementation of any of these alternatives would necessitate a revision to the currently proposed land use plan. Each of the following strategies may be potentially applicable within distinct subareas of the planning area and are neither suggested for nor conducive to City-wide application. The precise areas for each strategy are not defined herein but may be subsequently defined by the Commission and/or the Council as part of their deliberations concerning the General Plan Update.

Implementation of one or more of the following strategies may have the potential to reduce traffic originating in the community and, by reducing traffic, result in a reduction of traffic-related air quality and noise impacts:

- Promoting mixed-use development in those areas where non-residential uses are deemed appropriate (e.g., along arterial highways, proximal to the transit center) and residential uses can be incorporated without creating land use conflicts that may be detrimental to the inhabitants of that residential development;
- Responding to unaddressed segments of the marketplace (e.g., promoting high-end executive housing, expanding local recreational opportunities);
- Reducing trip generation associated with individual land uses (e.g., facilitating home occupations, encouraging telecommuting, establishing a transit-oriented land use district); and
- Encouraging transportation alternatives (e.g., expanding public transportation opportunities).

Of the above referenced strategies, the City has elected to examine the following land use alternatives: (1) promoting the development of "transit-oriented" uses proximal to the Montclair Transcenter; and (3) expanding the application, range, and intensity of uses allowable within areas allocated for "planned development." The objective of each of these alternative land use plans is to promote an overall reduction in the number of total vehicle trips originating within the City and its Sphere of Influence. Each of these alternative development scenarios are separately addressed below.

6.2.2.1 "Transit-Oriented" Land Use Alternative

SCAG's "Regional Comprehensive Plan and Guide" (RCPG) contains regional growth management goals designed to attain mobility and further the attainment of regional clean air goals. These goals are further aimed at developing urban forms that enhance quality of life, accommodate a diversity of life styles, preserve open space areas and natural resources, are aesthetically pleasing, and preserve the character of communities.

A number of policies have been formulated to assist in the attainment of those regional goals, including: (1) SCAG shall encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike; (2) SCAG shall encourage local jurisdictions plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment; (3) SCAG shall support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers; and (4) SCAG shall support local jurisdictions strategies to establish mixed-use clusters and other

transit oriented developments around transit stations and along transit corridors.⁴

As indicated in Section 65460.1(c) of the CGC, "[r]ecent studies of transit ridership in California indicate that persons who live within a quarter-mile radius of rail transit stations utilize the transit system in far greater numbers than does the general public living elsewhere." Several studies support that statement and indicate that higher density and mixed-use developments located within walking distance of transit stations result in higher levels of transit use. With the opening of the 20-acre Montclair Transcenter along Richton Street, east of Monte Vista Avenue, the City has established a multi-modal transportation center in the northerly portion of the City. The location of that transit center and the underdeveloped nature of properties within proximity to that facility creates design opportunities that may encourage people to walk, bike, or utilize public transit for a portion of their daily travel demands.

In 1994, the State Legislature adopted the "Transit Village Development Planning Act of 1994" (Transit Village Planning Act), codified in Section 65460 et seq. of the CGC. As authorized thereunder:

A "city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics: (a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit. (b) A mix of housing types, including apartments, within not more than a quarter mile of the exterior boundary of the parcel on which the transit station is located. (c) Other land uses, including retail district oriented to the transit station and civic uses, including day care centers and libraries. (d) Pedestrian and bicycle access to the transit station, with attractive designed and landscaped pathways. (e) A rail transit system that

should encourage and facilitate intermodal service, and access by modes other than single occupancy vehicles. (f) Demonstrate public benefits beyond the increase in transit usage. . . (g) Sites where a density bonus of at least 25 percent may be granted pursue to specific performance standards. (h) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of Section 14045."

The residential "density bonus" authorized under the Transit Village Planning Act could provide an incentive for property owners to provide much needed affordable housing opportunities within the community and expand access to regional employment opportunities by lower income wage earners. The current (1983 General Plan) and proposed (General Plan Update) land use policies for that area located in proximity to the Montclair Transcenter authorize only singular land uses in and around that transportation facility. Similarly, no "density bonus" is presently allowable within that area.

As further indicated in Section 65460.8 of the CGC, no transit village plan may be adopted or amended unless the proposed plan is consistent with the general plan. Based on this provision, in order to establish a "transit village," the General Plan Update must include provisions for that plan.

Since the site is designed to accommodate 1,500 commuter vehicles, much of the site area is presently devoted to at-grade parking. Although a 1.5-acre service commercial area (e.g., child day care and other transit-oriented uses) is indicated in the North Montclair Specific Plan, no other mixed-use opportunities are presently provided therein.⁵ As a result, except for the few lucky individuals that may be employed within walking distance of that transit center, users must either access that center or travel to other destinations via motorized forms of transportation.



As suggested under the North Montclair Specific Plan, the City has the opportunity to establish a number of "transit-oriented uses" (TOUs) for those areas located in reasonable proximity to the Transcenter. TOUs would allow for high-density residential development in combination with transit-oriented or regional commercial uses (e.g., Montclair Plaza), and other employment-based land uses. The area would include housing, shopping, employment, and recreation opportunities integrated within the district and accessible both internally and externally without over reliance on automobiles.

Although similar, a TOU district may differ somewhat from a more traditional "planned development" district. While both designations encourage a variety of residential and non-residential land uses, a TOU is centered around a multi-modal transportation center and contains a mix of those land uses that may best avail themselves of the regional access opportunities afforded by proximity to that center. High-density housing, regional employment or retail centers, larger institutional uses, and entertainment activities with a regional draw all constitute TOU-type uses. Unlike a "planned development" district, a TOU may not necessarily involve multiple land uses upon a single site but could include a mixture of land uses either on contiguous parcels or interspersed throughout the district.

The transit center's location in proximity to Montclair Plaza and the Claremont Colleges provide additional support services to those individuals residing or working within this area. Those regional commercial and institutional facilities could be interconnected via expanded bicycle linkages or through the introduction of additional public transit opportunities. Referencing the "North Montclair Specific Plan":

It is envisioned that some type of 'people mover' would ultimately be desirable to link

the Montclair Transcenter and Montclair Plaza. However, the achievement of this goal will take time and several phases of transportation services will be necessary so that the system maintains the flexibility to grow as demand increases. It is envisioned that the phases would progress from a simple pedestrian link to possibly a peak-hour shuttle, then to a more frequent trolley/bus service, and ultimately to a fixed location people mover system.⁶

This alternative differs from the "North Montclair Specific Plan" in two primary ways: (1) the area suitable for TOUs is not coterminous with that specific plan area; and (2) the TOU district would accommodate mixed-use development upon either individual or adjoining parcels. The transportation plans outlined in the "North Montclair Specific Plan" would, however, continue to be applicable and would expand this area beyond the limits otherwise suitable for such uses in the absence of that public transit system.

- **Development Issues.** Under this alternative, land use plans within the area surrounding the Montclair Transcenter would be modified to include a greater diversity and higher density of uses, including a mixture of residential, commercial, office professional uses.

In all likelihood, it is not possible to create a mixed-use project that fulfills all of an individual's (or group of individuals) needs. As a result, although some vehicle trips will be eliminated (and converted to pedestrian trips), increased densities will, in all likelihood, result in greater localized traffic impacts. By reducing the number of use-specific trip ends, cumulative traffic impacts may, however, be incrementally reduced; thereby producing a regional benefit that would not otherwise exist under a traditional single purpose land use plan. Localized impacts may be further reduced by assigning the authorized residential units within the TOU district to

those groups less dependent upon private automobiles and more dependent upon public transit. For example, inclusion of housing for senior citizens is encouraged under the North Montclair Specific Plan.

Although the outcome cannot be predicted with any certainty at the general plan level, the City is afforded a unique opportunity to consider an alternative approach to typical urban form and create a truly unique area centered around the Montclair Transcenter.

- **Public Health and Safety Issues.** Geologic and geotechnical hazards throughout the planning area are typical of seismically active southern California. Projects designed in conformance with "Uniform Building Code" (UBC) requirements are generally considered to be safe during seismic events. To the extent that localized traffic increases under this alternative, traffic-generated noise levels may also increase in proximity to any affected roadways. Effective design and orientation of sensitive receptors (e.g., residential units) can effectively mitigate traffic noise.

Under this alternative non-vehicular traffic options are encouraged, including the expansion of pedestrian linkages between different types of land uses. Noise levels and any mobile source emissions within and adjacent to these areas may be significantly reduced.

Impacts on police protection services would be expected to be reduced below those levels anticipated under the proposed General Plan Update in the TOU district. By increasing pedestrian activities, surveillance opportunities typically absent in most single use areas during their non-peak periods (e.g., in a business park after work hours) would increase and would serve as an effective deterrent to criminal activities. Effective design, including strict adherence to "Uniform Fire Code" (UFC)

requirements, would reduce any impacts on fire protection services and systems to a less-than-significant level.

- **Environmental Resource Issues.** By increasing densities within select areas, opportunities exist to expand parklands and other open space areas elsewhere within the planning area. By creating pedestrian and bicycle linkages between different land uses, additional recreational opportunities would be available under this alternative. As indicated herein, no significant biological, cultural, or mineral resources have been identified within the planning area.

6.2.2.2 "Planned Development" Land Use Alternative

Traditional land planning serves to distinguish between and isolate different land uses, thereby promoting and perpetuating a "car culture" whereby individuals must utilize individual forms of transportation to access needed services. As an alternative to single-use planning, the City has the opportunity to establish one or more mixed-use districts within those areas where a combination of residential and non-residential land uses would be most suitable. For example, areas along or proximal to those arterial highways within the planning area (e.g., Holt⁷ and Mission Boulevards⁸ and Central Avenue⁹) could be designated to authorize high-density residential, neighborhood-serving commercial, and high-intensity employment-oriented land uses.

The proximity offered by the integration of these diverse activities, in combination with available public transit along the City's arterial highway network, would reduce dependency on individual automobiles and have the potential to substantially reduce the number of vehicle trips which would otherwise be associated with each use if developed in isolated of other compatible and complementary activities.



Many non-residential districts become devoid of people and associated activities beyond workday hours. At night, without the opportunities for surveillance resulting from the presence of numerous individuals, these areas may become security concerns since human activities are either limited or nonexistent. Communities sacrifice large segments of their urban cores by creating conditions that limit the use of specific areas to only certain hours and days of the week. Many residential areas are abandoned during the day when individuals leave of work only to again be inhabited at the end of the work day. Conversely, many employment centers become virtual "ghost towns" after the close of business and on weekends.

Except through annexation, communities cannot create additional land area for their residents. From a design perspective, planners seek opportunities to increase the efficient use of real property. By removing real or perceived barriers to the use or utilization of those properties, the City is, in essence, increasing the efficient use of its finite real property resources. Mixed-use development creates opportunities to extend the operational life of single-use area.

Certain areas within the City are presently authorized to accommodate mixed-use "planned development." Additionally, the General Plan Update includes plans and policies authorizing the expansion of these mixed-use opportunities into other additional areas. As a result, the inclusion of this "alternative" herein is not intended to introduce "planned development" as a new development scenario but to facilitate dialogue relative to the possible expansion of this planning concept into other areas neither presently designed nor considered for that use. . No geographic boundaries have been identified and any such designation would be subject to the recommendations of the Commission and the final determination of the Council.

• **Development Issues.** The land use plan suggested herein constitutes a significant departure from the single-use zoning now established or recommended for most of the planning area. Somewhat by definition, the densities within this area would increase substantially upon each parcel so designated since each affected parcel would be authorized to accommodate a combination of multi-family attached residential units, retail commercial uses, and employment-accommodating activities. Those employment-generators could include a variety of land uses, ranging from office professional and service-orientated uses to home occupations.

To accommodate these higher densities, since a site cannot be expanded horizontally, less restrictive height standards (e.g., not-to-exceed 55 feet) would be required. Additionally, since not all non-residential uses are compatible with residential areas (e.g., as a result of the operational characteristics of those uses), either a range of eligible uses would have to be defined or measurable performance standards would need to be formulated to ensure that impacts attributable to those uses do not adversely affect other on-site or adjoining uses.¹⁰

As densities increase, the physical changes that occur on any particular site also increases. From solely a physical perspective, the introduction of a mixed-use, multi-story building on a vacant site will have a greater impact than a single-story structure accommodating only a single use. From a broader environmental perspective, however, the size of any use may play a lesser role than the exogenous effects generated by that use. By reducing or eliminating those impacts, a larger mixed-use structure could reduce the number of vehicle trips added to the local street system, create an urban form that increases human interaction, increase safety through added surveillance, and

avoid the creation of areas that are devoid of individuals for large segments of the day (e.g., during evening hours when all employees are gone).

- **Public Health and Safety Issues.**

Although geologic and seismic issues are critical to any design process, compliance with UBC standards will ensure the full mitigation of those impacts. By reducing regional traffic, asssir quality impacts within the SCAB would be minimized. Although the total number of vehicle trips may be reduced, residential receptors may be placed in closer proximity to arterial highways or to local streets that have greater traffic volumes that would typically exist in a solely residential neighborhood. Since noise dissipates over distance, this closer proximity could result in higher exterior noise levels. Interior noise can be effectively mitigated through conventional design.

By enhancing opportunities for surveillance and by avoiding the creation of areas that become virtual "ghost towns" after the work day is done, impacts on police protection services may be reduced below those levels otherwise anticipated if each use was allocated to a distinct district. The introduction of mixed uses, however, may increase fire safety considerations unless authorized uses are effectively regulated and appropriate design (e.g., interior fire sprinklers) and access requirements are imposed as requisite conditions of approval. Compliance with UFC standards would reduce these potential impacts below a level of significance.

- **Environmental Resource Issues.**

Increased densities reduce opportunities for most active and passive recreational pursuits within those areas. Increased densities within one area may, however, allow for decreased densities in other areas, thereby allowing for the preservation or creation of open space and park areas elsewhere in the community.

No significant biological, cultural, or mineral resources have been identified within the planning area.

6.3 COMPARATIVE ANALYSIS

The alternatives examined herein seek to provide the community's decision makers with a range of reasonable alternatives that provide the City with a number of development options and allow for a comparative analysis between distinct choices. These alternatives further seek to respond to the significant or potentially significant environmental impacts identified herein and provide the City with a range of alternatives specifically formulated to reduce those environmental effects.

In order to facilitate a comparative evaluation between those environmental effects associated with the proposed project and each of the alternatives addressed herein, a matrix is presented wherein each alternative and each of the environmental factors examined in this EIR are presented.¹¹ For each alternative, the City has presented its preliminary findings relative to each alternative's level of significance in regards to each of the environmental factor identified herein.

As indicated in Table 12 (Comparative Evaluation of Program Alternatives), although the "No Project Alternative No. 1: No Development" scenario will produce the lowest localized impacts of the alternatives examined, implementation of that option will not result in an avoidance of any of those project's cumulatively significant environmental effects. Since this alternative assumes a cessation of all new development activities within the City, the Lead Agency has concluded that implementation of that alternative would neither be feasible nor would this alternative further the project's stated objectives.

As further indicated therein, each of the "land use alternatives" will result in an

Table 12
COMPARATIVE EVALUATION OF PROGRAM ALTERNATIVES

Environmental Factor	ALTERNATIVE				
	Proposed Project	NO PROJECT		LAND USE ALTERNATIVES	
		No Development	1983 GP Build-Out	Transit Oriented	Planned Development
Land Use	Less than Significant	Least Impact	Incrementally Less Impact	Incrementally Greater Impact	Incrementally Greater Impact
Circulation	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant
Population and Housing	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Community Design and Urban Form	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Public Facilities	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Schools	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Water Resources	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Wastewater	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Flood Control	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Solid Waste	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Geology	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Noise	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Air Quality (Construction)	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Air Quality (Operational)	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant
Police and Fire Prevention	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Open Space and Recreation	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Cultural Resources	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact

incremental reduction of the localized traffic and air quality impacts predicted to occur under the proposed General Plan Update. Cumulative impacts will, however, continue to remain significant.

Endnotes:

¹ Referencing the "discussion" following Section 15131 of the Guidelines, the CEQA "analysis begins with the question of whether the governmental action involved will culminate in a physical change. There must be a physical change resulting from the project directly or indirectly before CEQA will apply."

² As indicated in the 1983 General Plan, "the total amount of land in the entire planning area equals approximately 6.1 square miles" (1983 General Plan - Existing Setting Report, p. 5). In contrast, the General Plan Update indicates that "the total amount of land in the entire planning area equals approximately 6.47 square miles" (General Plan Update - Existing Setting Report, p. 1-3).

³ Southern California Association of Governments, "Regional Transportation Plan," April 1998.

⁴ Op. Cit., "Regional Comprehensive Plan and Guide," p. 3-24.

⁵ Referencing the "North Montclair Specific Plan," uses

envisioned for this site "include those considered necessary to serve the needs of transcenter users, such as a daycare center, bakery, restaurant, conference center, hotel, retail services and personal services with teleconferencing/office center on upper floors. Senior citizen housing may also be considered on upper floors" (p. III-50).

⁶ Op. Cit., "North Montclair Specific Plan," p. II-4.

⁷ Land planning along Holt Boulevard is subject to the "Holt Boulevard Specific Plan." One of the stated policies therein is to "[e]stablish regulations for mixed use development which assure proper land use mixture, minimum lot size, access restrictions, buffering, and master planning" (p. II-16). The "overall statement" for that planning area defines "mixed use" from a narrower perspective that presented under this program-level alternative. Referencing that planning document, it is the goal of that specific plan to "[t]o provide an economically viable setting for a balanced mixture of commercial and industrial uses" (p. II-11). Although limited residential development is authorized thereunder, "[t]he purpose of this designation is to maintain the existing residential uses" (p. II-24) now evident therein and not to promote the introduction of new higher-density residential development.

⁸ Land planning along Mission Boulevard is subject to the "Montclair Parkway Place Specific Plan." One of the stated goals of that plan is "[t]o reduce City and regional trips and their resulting consumption of energy and time and their generation of pollution by: creating a balanced pattern of land uses including areas for work, shopping, living and leisure activities [and] providing for





alternative modes of transportation including automobiles, transit, bicycles, and walking" (p. 12). As further indicated therein, "[r]esidential uses can both add vitality to the Parkway Place environment, reduce trip-making and pollution and save energy by relating housing to employment, and support the retail uses" (p. 47).

⁹ Referencing the "Montclair Parkway Place Specific Plan, "a "mixed use" district" has been established along Central Avenue. This district, "located at Ramona Avenue and Central Avenue, provides for horizontal and vertical mixing of land uses including, retail, restaurant, entertainment, office, residential and child care" (p. 15).

¹⁰ The City could formulate performance-based land use standards that, although not restricting the type of use authorized on a particular piece of property, would establish a quantifiable standard relative to each of the exogenous effects associated with those uses. Under this approach, as an alternative to the formulation of conventional land use districts, eligible land uses would be established by the ability of those uses to satisfy the adopted performance standards.

¹¹ This analysis has not attempted to quantify the precise impacts (e.g., number of peak-hour trips) associated with each of the development options addressed herein. This analysis has sought to assess the comparative impacts associated with different project alternatives and to determine whether and how the project's identified impacts can be reduced or avoided. In lieu of a precise quantification, which may not be possible in the absence of a precise delineation of the land uses represented by each alternative, this analysis provides a qualitative assessment concerning whether individual impacts would be increased or decreased under each of the development options identified herein.

7.1 INTRODUCTION

As required under Section 15088 of the Guidelines, "the Lead Agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response." As indicated under CEQA, public participation in the environmental review process is important in ensuring that all significant and potentially significant effects of the project are fully addressed.

Following completion and dissemination of the EIR and "Notice of Completion" (NOC) by the City, public agencies and the affected public are provided a 45-day period during which those agencies and individuals can submit comments on the Lead Agency's environmental analysis and preliminary conclusions. Upon receipt of relevant comments, the Lead Agency is required to provide its written responses to the issues raised therein. As indicated in Section 15088(b) of the Guidelines, "the written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objectives."

7.2 RESPONSE TO COMMENTS

Following the completion of the comment period established following the release of the "Notice of Completion," the Lead Agency's draft responses to all relevant written comments will be provided herein.



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8.1 INTRODUCTION

As required under Section 15129 of the Guidelines, EIRs shall identify all federal, State, and local agencies, organizations, and individuals consulted in their preparation, including those individuals directly responsible for the preparation of the EIR. Presented herein are those individuals consulted during the development of this EIR and a listing of those individuals that played a key role in the preparation of this document.

8.2 INDIVIDUALS AND ORGANIZATIONS CONSULTED

8.2.1 Environmental Notice Distribution List¹

8.2.1.1 State Clearinghouse

Office of Planning and Research
State Clearinghouse
Attn: Delicia Wynn
1400 Tenth Street, Room 121
Sacramento, California 95814

8.2.1.2 Federal Agencies

United States
Environmental Protection Agency
Attn: David Tomsovic, CMD-2, Cross Media Division
75 Hawthorne Street
San Francisco, California 94105

United States Fish and Wildlife Service
Attn: Jim Bartel, Supervisor
2730 Loker Avenue, West
Carlsbad, California 92008

8.2.1.3 State Agencies

California Air Resources Board
Attn: Mike Kenny, Executive Officer
2020 "L" Street
Sacramento, California 95814

California Department of Transportation
District 8
Attn: Paul Gonzalez
464 W. Fourth Street, 6th Floor
San Bernardino, California 92401-1400

California Highway Patrol
Attn: PAO Officer Adams
9530 Pittsburg Avenue
Cucamonga, California 91730

State of California
Department of Fish and Game
Attn: Environmental Services
330 Golden Shore Suite 50
Long Beach, California 90802

State of California
Department of Housing and Community Development
Attn: Director of Housing Policy Development
1800 Third Street, Room 430
Sacramento, California 95814

Regional Water Quality Control Board
Region 8
Attn: Gary Steward, SWRCE and Michael Adackapara, SWRCE
3737 Main Street, Suite 500
Riverside, California 92501-3339

8.2.1.4 Regional Agencies

San Bernardino County
Local Agency Formation Commission
Attn: Cecilia Lopez-Henderson, LAFCO Analyst
175 W. Fifth Street, 2nd Floor
San Bernardino, California 92415-0490

Southern California
Association of Governments
Attn: Joseph Carreras, Manager
Comprehensive Planning
818 W. Seventh Street, 12th Floor
Los Angeles, California 90017-3435



San Bernardino Associated Governments
Attn: Dave Clark, Environmental Manager
and Robert Wirts, Traffic/Transportation
444 N. Arrowhead Avenue, Suite 203
San Bernardino, California 92401

South Coast Air Quality Management District
Attn: Mel Zeldin, Director
Planning Department
21865 E. Copley Drive
Diamond Bar, California 91765

8.2.1.5 County Agencies

County of San Bernardino
Planning Department
Attn: Valerie Pilmer, Director
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, California 92415

County Supervisor, District 4
Attn: Fred Aguiar (Present) or Larry Walker,
Supervisor (Past)
385 N. Arrowhead Avenue, 5th Floor
San Bernardino, California 92415

County of San Bernardino
Department of Transportation/Flood Control
Attn: Gail Cotugna, Environmental Specialist
Environmental Management Division
825 E. Third Street
San Bernardino, California 92415-0835

County of San Bernardino
Environmental Health Services
Attn: Pamella Bennett, REHS, Division Chief
385 N. Arrowhead Avenue
San Bernardino, California 92415

County of San Bernardino
Library Services
Attn: Ed Kiezykowski, County Librarian
104 W. Fourth Street
San Bernardino, California 92415

County of San Bernardino
Sheriff's Department
Attn: Captain Mike Howell
Chino Hills Substation
13843 Peyton Drive
Chino Hills, California 91709

8.2.1.6 Local Agencies

City of Chino
Community Development Department
Attn: Charles Coe, Director
13220 Central Avenue
Chino, California 91710

City of Claremont
Community and Economic Development
Attn: Sharon Wood, Director
207 Harvard Avenue
Claremont, California 91711

City of Montclair
Fire Department
Attn: Gary Turner, Chief
8901 Monte Vista
Montclair, California 91763

City of Ontario
City Planning
Attn: Otto Kroutil
303 East "B" Street, Civic Center
Ontario, California 91764-4196

City of Pomona
Planning Department
Attn: Dennis Mackay, City Planner
505 S. Garey Avenue
Pomona, California 91766

City of Upland
Community Development Department
Attn: Jeff Bloom, Director
460 N. Euclid Avenue
Upland, California 91786

8.2.1.7 Water Districts

Chino Basin Water Conservation District
Attn: District Engineer
4594 San Bernardino Street
Montclair, California 91763

Inland Empire Utilities Agencies
Attn: Robb Quincey, General Manager
9400 Cherry Avenue
Fontana, California 92335

Monte Vista Water District
Attn: Mark Kinsey, General Manager
10575 Central Avenue
Montclair, California 91763

8.2.1.8 Other Agencies and Special Districts

Chaffey Union High School District
Attn: Bette Harrison, Superintendant
211 West 5th Street
Ontario, California 91762

Ominitrans - Administration
Attn: Anne Palatino, Director of Planning
1700 W. Fifth Street
San Bernardino, California 92411

Ontario-Montclair School District
Attn: Dr. Frank Cosca, Superintendant
Administrative Education Service Center
950 West "D" Street
Ontario, California 91762

8.2.1.9 Utilities

Cable
Attn: Rick Germano, President
1260 S. Dupont Avenue
Ontario, California 91761

GTE
Attn: Nancy Nagel, Senior Access Designer
Planning Department
1400 East Phillips Boulevard
Pomona, California 91766

Southern California Gas Company
Attn: Arnold Dickson, Regional Affairs Manager
1981 W. Lugonia Avenue
Redlands, California 92373

Southern California Edison Company
Attn: Jim Gordanier, Planning Supervisor
1351 East Francis Street
Ontario, California 91761

8.3 EIR PREPARERS

8.3.1 City of Montclair Community Development Department

Robert W. Clark
Hal Fredericksen, City Planner
Jim S. Lai, Associate Planner

8.3.2 L.D. King, Inc.

Carl Freeman, President
R. Richard Fleener, Vice President of Planning
Peter Lewandowski, Director of Planning
Cristine McPhail, Landscape Architect
Rick Fleener, Intern
Marianne Brogaard, Secretary

8.3.3 RKJK & Associates, Inc.

Robert Khan, Principal
John Kain, Principal
Bill Lawson, Transportation Planner

Endnotes:

¹ Each of the following individuals and organizations have received copies of the "Notice of Preparation" and, following their preparation by the City, will receive copies of the "Notice of Completion" and "Notice of Determination."

APPENDIX A

NOTICE OF PREPARATION AND COMMENTS

NOTICE OF PREPARATION

To:

From: **City of Montclair**

Attn: Hal Fredericksen, City Planner
Community Development Department
5111 Benito Street (P. O. Box 2308)
Montclair, California 91763

Subject: **Notice of Preparation of a Draft Program-Level Environmental Impact Report
for the City of Montclair General Plan Update**

The City of Montclair (City or Lead Agency), located in western San Bernardino County, announces its intent to prepare a comprehensive program-level environmental impact report (Program EIR) for the pending update to the "City of Montclair General Plan" (General Plan Update). The General Plan Update will result in revisions to the City's existing "City of Montclair General Plan" (1983 General Plan) and is intended to provide direction for the future development of the City and its Sphere of Influence area. The project description, location, and the probable environmental effects are described herein. Since the City has concluded that a Program EIR will be required under the California Environmental Quality Act (CEQA) and its implementing guidelines (Guidelines) to address the potential environmental effects resulting from approval or conditional approval of the General Plan Update and the build-out of the City in accordance with the plans, policies, and programs outlined therein, an Initial Study has not been prepared by the City.

This "Notice of Preparation" (NOP) is provided for the purpose of soliciting comments from your agency, organization, or from you as an individual concerning the potential environmental impacts of the pending project, and to obtain any comments, suggestions, or recommendations concerning any mitigation measures that should be considered by the Lead Agency, and any program alternatives that should be considered for inclusion in the upcoming Program EIR.

If you are a public agency and believe that you are either a Responsible or Trustee Agency, as defined in CEQA and Guidelines, please note the relevant statute that provides that authority, explain the nature of your agency's responsibilities relative to the pending project, and define the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your response must be sent at the earliest possible date but not later than 30 days after your receipt of this NOP. Please send your written response to the City at the above address and include the name and telephone number of your contact person. Future environmental notices concerning the General Plan Update will be directed to that individual.

Project Title: City of Montclair General Plan Update

Project Location: The planning area to be addressed in the General Plan Update is bounded on the north by the City of Upland, on the east by the Cities of Upland and Ontario, on the south by Phillips Boulevard, and on the west by the County of Los Angeles. This area includes both the approximately 5.21 square mile area within the existing corporate boundaries of the City and the approximately 1.27 square mile Sphere of Influence area, generally located south of State Street and north of Phillips Boulevard. A Regional Vicinity Map and separate General Plan Update Planning Area Map are attached hereto.

Project Description: The California Government Code (CGC) mandates that each city and county prepare a general plan to guide the future development of the area addressed in that comprehensive planning document. In addition to the mandatory elements required under Section 65302 of the CGC, public agencies are afforded the opportunity to prepare other optional elements for inclusion therein. As now proposed, the General Plan Update will include the following mandatory and optional elements: (1) Land Use; (2) Circulation; (3) Housing; (4) Community Design; (5) Public Safety; (6) Noise; (7) Public Utilities and Facilities; (8) Air Quality; (9) Conservation; and (10) Open Space.

The draft text of the General Plan Update has not been finalized; however, build-out projections for the City and its Sphere of Influence, as authorized based on the goals, objectives, plans, and policies presented in the draft revision to the Land Use Policy Map, have been estimated and indicate that only minimal growth is anticipated through the project's horizon year (2015). Those growth projections, which reflect only current estimates and are subject to change, are presented in the following table. It is the

**NOTICE OF PREPARATION
CITY OF MONTCLAIR GENERAL PLAN UPDATE**

October 23, 1998

Page 2

City's intent to consider the input obtained in comments received on this NOP in the preparation of the draft Program EIR.

Build-out Projections: Based on the potential build-out projections contained in the draft General Plan update, the following increase in the number of existing dwelling units, jobs, and population are projected between the years 1998 and 2015. It should be noted, however, that these figures are projections based on the current draft revised Land Use Policy Map. That document is subject to change and these projections, therefore, may be modified based on the further analysis of the City and/or comments received during the environmental review and decision-making processes.

Category	Existing Conditions (Year 1998)	General Plan Update (Year 2015)	Change	Percent Variation
Residential				
Single-family (dwelling units)	6,290	6,585	295	5
Multi-family (dwelling units)	4,161	4,245	84	2
Total Dwelling Units	10,451	10,830	379	4
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Total Jobs	16,567	24,915	8,348	50
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Population (individuals)	30,611	31,828	1,217	4

Project Applicant: City of Montclair

California Environmental Protection Agency Hazardous Waste List: Not Applicable

Scope of the Program EIR: CEQA authorizes the use of a program or "first tier" environmental impact report (EIR) for the purpose of analyzing a series of actions that can be characterized as one large project and that represent logical parts in the chain of contemplated actions, related geographically or in connection with the issuance of plans, regulations, or other general criteria to govern the conduct of a continuing program. A program-level EIR allows an agency to consider broad policy alternatives and program-wide mitigation measures early in the planning and development process.

Based on the City's preliminary assessment of the potential secondary impacts that may result from the adoption and implementation of the General Plan Update, the following topical issues will be addressed in the Program EIR: (1) land use; (2) traffic and circulation; (3) noise; (4) air quality; (5) earth resources; (6) hydrology; (7) cultural resources; (8) aesthetics; and (9) public services, utilities, and facilities. The City will concern all comments received in response to this NOP and may modify this list in response to those comments. In addition, those mandatory sections required under CEQA and Guidelines (e.g., growth-inducement, cumulative impact, alternatives analyses) will be addressed therein.

In the preparation of the Circulation Element, a traffic analysis addressing horizon year (2015) conditions will be prepared in accordance with the requirements of the "Congestion Management Program" (CMP) and the San Bernardino County Associated Governments (SANBAG). Should the City elect to certify the EIR and approve or conditionally approve the General Plan Update, a program-level Mitigation Reporting and Monitoring Program, which may include a fair-share allocation for identified improvements to the arterial street system within the City, will be prepared and included in the Program EIR.

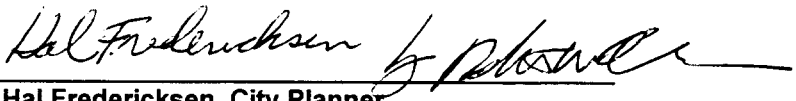
In recognition of the urbanized nature of the City and the absence of any information indicating the presence of protected plant or animal species or sensitive plant communities and habitats within the City and Sphere of Influence that may be impacted by the proposed project, no analysis of program-related or cumulative biological impacts will be included in the Program EIR unless substantial evidence of such impacts is subsequently received by the City during the CEQA process.

**NOTICE OF PREPARATION
CITY OF MONTCLAIR GENERAL PLAN UPDATE**

October 23, 1998

Page 3

Date: October 23, 1998

Signature: 

Hal Fredericksen, City Planner

City of Montclair

Community Development Department

5111 Benito Street

P. O. Box 2308

Telephone: (909) 625-9432

Facsimile: (909) 621-1584

Consulting firm retained by City to assist in the preparation of the draft Program EIR:

L. D. King, Inc.

Attn: R. Richard Fleener, Vice President of Planning

2151 Convention Center Way, Suite 100B

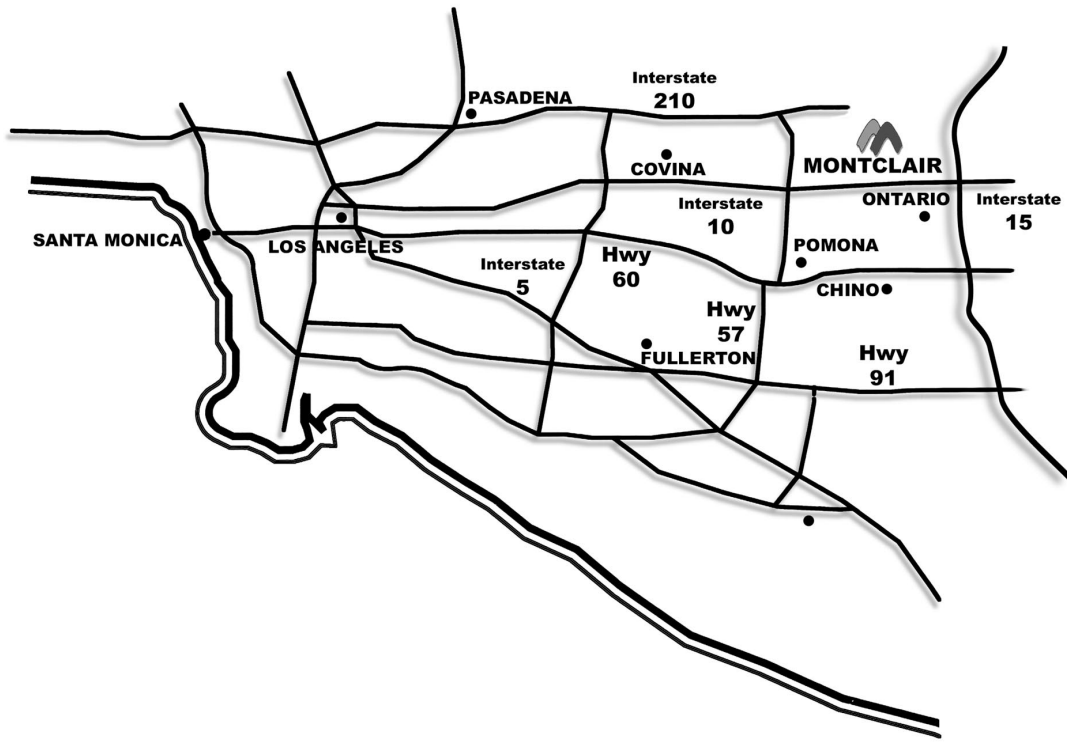
Ontario, California 91764-4464

Telephone: (909) 937-0200

Facsimile: (909) 937-0202

Attachments: Regional Vicinity Map
General Plan Update Planning Area Map
Distribution List

CITY OF MONTCLAIR GENERAL PLAN



VICINITY MAP



Agency	Certified Mail Article Number	Date Mailed	Date Received
Office of Planning and Research State Clearinghouse Attn: Delicia Wynn 1400 Tenth Street, Room 121 Sacramento, CA 95814 (916) 322-2318	P-787-138-631	10/28/98	11/02/98
Southern California Association of Governments Attn: Joseph Carreras, Manager Comprehensive Planning 818 W. Seventh Street, 12 th Floor Los Angeles, CA 90017-3435 (213) 236-1856	P-787-138-630	10/28/98	10/29/98
San Bernardino Associated Governments Attn: Dave Clark, Env. Manager Robert Wirts, Traffic/Transportation 444 N. Arrowhead Avenue, Suite 203 San Bernardino, CA 92401 (909) 884-8276	P-787-138-625 (Bob) P-787-138-629 (Dave)	10/28/98	10/29/98 (Bob) 10/29/98 (Dave)
United States Environmental Protection Agency Attn: David Tomsovic, CMD-2 Cross Media Division 75 Hawthorne Street San Francisco, CA 94105 (415) 744-1575	P-787-138-627	10/28/98	11/02/98
United States Fish and Wildlife Service Attn: Jim Bartel, Supervisor 2730 Loker Avenue, West Carlsbad, CA 92008 (760) 431-9440	P-787-138-626	10/28/98	10/30/98
State of California Department of Fish and Game Attn: Environmental Services 330 Golden Shore Suite 50 Long Beach, CA 90802 (562) 590-5132	P-787-138-625	10/28/98	10/29/98
California Air Resources Board Attn: Mike Kenny Executive Officer 2020 L Street Sacramento, CA 95814 (916) 322-8168	P-787-138-624	10/28/98	11/02/98
California Department of Transportation, District 8 Attn: Paul Gonzalez 464 W. Fourth Street, 6 th Floor San Bernardino, CA 92401-1400 (909) 383-7028	P-787-138-591	10/28/98	10/29/98
California Highway Patrol Attn: PAO Officer Adams 9530 Pittsburg Avenue Cucamonga, CA 91730 (909) 980-3994	P-787-138-590	10/28/98	11/03/98

Agency	Certified Mail Article Number	Date Mailed	Date Received
Regional Water Quality Control Board, Region 8 Attn: Gary Steward, SWRCE Michael Adackapara, SWRCE 3737 Main Street, Suite 500 Riverside, CA 92501-3339 (909) 782-4130	P-787-138-588 (Mike) P-787-138-589 (Gary)	10/28/98	10/29/98 (Mike) 10/29/98 (Gary)
South Coast Air Quality Management District Attn: Mel Zeldin, Director Planning Department 21865 E. Copley Drive Diamond Bar, CA 91765 (909) 396-2000	P-787-138-587	10/28/98	10/29/98
County of San Bernardino Planning Department Attn: Valerie Pilmer, Director 385 N. Arrowhead Avenue, 1 st Floor San Bernardino, CA 92415 (909) 387-3223	P-787-138-586	10/28/98	10/30/98
County Supervisor, District 4 Attn: Larry Walker, Supervisor 385 N. Arrowhead Avenue, 5 th Floor San Bernardino, CA 92415 (909) 387-4866	P-787-138-585	10/28/98	10/30/98
San Bernardino County Department of Transportation/Flood Control Attn: Gail Cotugna Environmental Specialist Environmental Management Division 825 E. Third Street San Bernardino, CA 92415-0835 (909) 387-2525	P-787-138-584	10/28/98	10/30/98
County of San Bernardino Environmental Health Services Attn: Pamela Bennett, REHS Division Chief 385 N. Arrowhead Avenue San Bernardino, CA 92415 (909) 387-4324	P-787-138-583	10/28/98	10/30/98
County of San Bernardino Attn: Ed Kiezykowski County Librarian 104 W. Fourth Street San Bernardino, CA 92415 (909) 387-5721	P-787-138-563	10/28/98	10/30/98
City of Pomona Attn: Dennis Mackay, City Planner 505 S. Garey Avenue Pomona, CA 91766 (909) 620-2268	P-964-747-510	10/28/98	11/02/98
City of Claremont Community and Economic Development Attn: Sharon Wood 207 Harvard Avenue Claremont, CA 91711 (909) 399-5460	P-964-747-509	10/28/98	11/02/98

Agency	Certified Mail Article Number	Date Mailed	Date Received
City of Chino Community Development Attn: Charles Coe 13220 Central Avenue Chino, CA 91710 (909) 627-7577	P-964-747-608	10/28/98	10/29/98
City of Upland Community Development Attn: Jeff Bloom, Director 460 N. Euclid Avenue Upland, CA 91786 (909) 931-4100	P-964-747-607	10/28/98	10/29/98
City of Ontario City Planning Attn: Otto Kroutil 303 East "B" Street, Civic Center Ontario, CA 91764-4196 (909) 986-1151	P-964-747-606	10/28/98	10/30/98
Ominitrans - Administration Attn: Anne Palatino Director of Planning 1700 W. Fifth Street San Bernardino, CA 92411 (909) 889-0811 Ext. 137	P-964-747-605	10/28/98	10/29/98
Inland Empire Utilities Agencies Attn: Robb Quincey, General Manager 9400 Cherry Avenue Fontana, CA 92335 (909) 626-2711	P-787-138-635	10/28/98	10/29/98
Chino Basin Water Conservation District Attn: District Engineer 4594 San Bernardino Street Montclair, CA 91763 (909) 626-2711	P-787-138-634	10/28/98	11/02/98
Monte Vista Water District Attn: Mark Kinsey General Manager 10575 Central Avenue Montclair, CA 91763 (909) 624-0035	P-787-138-633	10/28/98	11/06/98
Monte Vista Disposal Inc. Attn: Mike Arreguin, General Manager 9890 Cherry Avenue Fontana, CA 92335 (909) 429-4200	P-787-138-564	10/28/98	10/29/98
Ontario-Montclair School District Attn: Dr. Frank Cosca, Superintendent Admin. Education Service Center 950 West D Street Ontario, CA 91762 (909) 459-2500	P-787-138-565	10/28/98	10/30/98
Chaffey Union High School District Attn: Bette Harrison, Superintendent 211 West 5 th Street Ontario, CA 91762 (909) 988-8511	P-787-138-566	10/28/98	Not Indicated

Agency	Certified Mail Article Number	Date Mailed	Date Received
GTE Attn: Nancy Nagel Senior Access Designer Planning Department 1400 East Phillips Boulevard Pomona, CA 91766 (909) 469-6325	P-787-138-567	10/28/98	10/29/98
Southern California Edison Company Attn: Jim Gordanier, Planning Sup. 1351 East Francis Street Ontario, CA 91761 (909) 930-8442	P-787-138-568	10/28/98	10/30/98
Southern California Gas Company Attn: Arnold Dickson Regional Affairs Manager 1981 W. Lugonia Avenue Redlands, CA 92373 (909) 335-7808	P-787-138-569	10/28/98	10/29/98
San Bernardino County Sheriff Attn: Captain Mike Howell Chino Hills Substation 13843 Peyton Drive Chino Hills, CA 91709 (909) 364-2000	P-787-138-570	10/28/98	10/29/98
San Bernardino County Local Agency Formation Commission Attn: Cecilia Lopez-Henderson LAFCO Analyst 175 W. Fifth Street, 2 nd Floor San Bernardino, CA 92415-0490 (909) 387-5866	P-787-138-571	10/28/98	10/30/98
City of Montclair Fire Department Attn: Gary Turner, Chief 8901 Monte Vista Montclair, CA 91763 (909) 626-1217	P-787-138-572	10/28/98	11/02/98
Comcast Cable Attn: Rick Germano, President 1260 S. Dupont Avenue Ontario, CA 91761 (909) 390-4747	P-787-138-573	10/28/98	10/30/98
State of California Department of Housing and Community Development Attn: Director Housing Policy Development 1800 Third Street, Room 430 Sacramento, CA 95814	P-787-138-574	10/28/98	10/30/98



ete Wilson
GOVERNOR

Paul F Miner
DIRECTOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

November 2, 1998

To: Reviewing Agencies

Re: City of Montclair General Plan Update
SCH# 98111001

Attached for your comment is the Notice of Preparation for the City of Montclair General Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Hal Fredericksen
City of Montclair
5111 Benito Street
PO Box 2308
Montclair, CA 91763

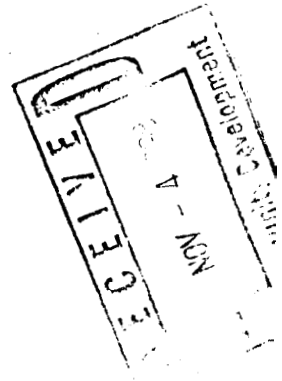
with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call the State Clearinghouse at (916) 445-0613.

Sincerely,

Antero A. Rivasplata
Chief, State Clearinghouse

Attachments
cc: Lead Agency



Ontario-Montclair

School District

950 West D Street, Ontario, California 91762 • (909) 459-2500 • FAX (909) 459-2541

FACILITIES PLANNING

ROBERT HARDY
President
DAVID VAN FLEET
Vice President
JAMES DOWNS
Clerk
DOREEN McDANIEL
Member
PAUL VINCENT AVILA
Member

FRANK A. COSCA, Ed.D.
Superintendent

THOMAS W. GARNELLA, Ed.D.
*Assistant Superintendent
Business Services*

R.K. "PETE" PETERSON, AIA
Coordinator of Facilities Planning

January 25, 1999

Hal Fredericksen, City Planner
City of Montclair
Community Development Department
5111 Benito Street
Montclair, CA 91763

RE: NOTICE OF PREPARATION – MONTCLAIR GENERAL PLAN UPDATE

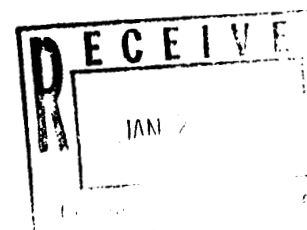
Dear Mr. Fredericksen:

The Ontario-Montclair School District (OMSD) has received the Notice of Preparation (NOP) for the above-mentioned update.

The chart on page two (attached) shows a housing increase of 379 units over the 16-year period. If the same number of students were enrolled and student generation factors of .6/per household were to materialize, the increase in the number of students would be 227 or approximately 1/3 of an elementary school.

The chart also projects 8,348 new jobs, yet only an increase in population of 1,217. This suggests that of the 8,348 new jobs most, if not all, could be filled from new population being housed in the Ontario part of our district. Assuming a student generation factor of .6/per household, the increase in the number of students could be over 5,000 new students. Although there is no way of knowing if: 1) more than one jobholder resides per household, 2) new jobholders will all live within the other parts of the Ontario-Montclair School District and 3) some of the new jobholders may be jobseekers who already reside in Montclair.

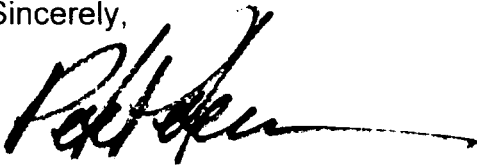
Learning Today - Leading Tomorrow



The district would request, based on the above hypothesis, that:

1. Land be designated for a school site within Montclair,
2. A Community Facilities District (CFD) be formed covering the 379 new homes,
3. An agreement that if the number of students impacting OMSD causes overcrowding to Montclair schools (or OMSD schools), then the City of Montclair will assist the district in building either a new school or securing relocatable classrooms.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Peterson", with a long horizontal flourish extending to the right.

Pete Peterson
Coordinator of Facilities Planning

PP/agf

REPARATION
MONTCLAIR GENERAL PLAN UPDATE

23, 1998

City's intent to consider the input obtained in comments received on this NOP in the preparation of the draft Program EIR.

Build-out Projections: Based on the potential build-out projections contained in the draft General Plan update, the following increase in the number of existing dwelling units, jobs, and population are projected between the years 1998 and 2015. It should be noted, however, that these figures are projections based on the current draft revised Land Use Policy Map. That document is subject to change and these projections, therefore, may be modified based on the further analysis of the City and/or comments received during the environmental review and decision-making processes.

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Project Applicant: City of Montclair

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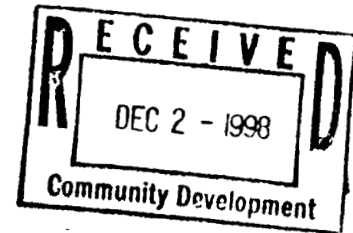
State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

Inland Deserts-Eastern Sierra Region
330 Golden Shore, Suite 50
Long Beach, California 90802
(562) 590-5113

PETE WILSON, Governor



November 24, 1998

Mr. Hal Fredericksen
City of Montclair
5111 Benito Street
P.O. Box 2308
Montclair, California 91763

Dear Mr. Fredericksen:

**Notice of Preparation of a Draft Environmental Impact Report
City of Montclair General Plan Update**

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the draft Environmental Impact Report:

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
 - a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
 - b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

Conserving California's Wildlife Since 1870.

- d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
 - a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
 - c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - d. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - e. The document should include an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. Under § 2800- §2840 of the Fish and Game Code, the Department, through the Natural Communities Conservation Planning (NCCP) program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. Coastal sage scrub is the first natural community to be planned for under the NCCP program. The Department recommends that the lead agency ensure that the development of this and other proposed projects does not preclude long-term preserve planning options and that projects conform with other requirements of the NCCP program. Jurisdictions participating in the NCCP should assess specific projects for consistency with the NCCP Conservation Guidelines.
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or

otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat elsewhere should be addressed.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

Mr. Hal Fredericksen
November 24, 1998
Page Four

- a. The Department has direct authority under Fish and Game Code § 1600 et seq. in regard to any proposed activity which would divert, obstruct, or affect the natural flow or change the bed, channel, or bank of any river, stream, or lake. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.
- b. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts must be included.

The Department holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our regional office at (562) 590-5137.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Raul Rodriguez, Fishery Biologist, at (909) 597-1008.

Sincerely,


Curt Taucher
Regional Manager

Attachments

cc: See attached list

Mr. Hal Fredericksen
November 24, 1998
Page Five

cc: Mr. Jim Davis
Department of Fish and Game
Sugarloaf, California

Mr. Raul Rodriguez
Department of Fish and Game
Chino Hills, California

Ms. Mary Meyer
Department of Fish and Game
Ojai, California

Ms. Rebecca Jones
Department of Fish and Game
Palmdale, California

Mr. Jeff Neuman
U.S. Fish and Wildlife Service
Carlsbad, California

Mr. Eric Stien
U.S. Army Corps of Engineers
Los Angeles, California

State Clearinghouse
Sacramento, California

ATTACHMENT 1

State of California
THE RESOURCES AGENCY
Department of Fish and Game
May 4, 1984

GUIDELINES FOR ASSESSING THE EFFECTS OF PROPOSED DEVELOPMENTS ON RARE AND ENDANGERED PLANTS AND PLANT COMMUNITIES

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted and what information should be contained in the survey report.

1. Botanical surveys that are conducted to determine the environmental effects of a proposed development should be directed to all rare and endangered plants and plant communities. Rare and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare and/or endangered under the following definitions.

A species, subspecies or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition or disease. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare plant communities are those communities that are of highly limited distribution. These communities may or may not contain rare or endangered species. The most current version of the California Natural Diversity Data Base's Outline of Terrestrial Communities in California may be used as a guide to the names of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or the extent that, rare plants will be affected by a proposed project when:
 - a. Based on an initial biological assessment, it appears that the project may damage potential rare plant habitat;
 - b. Rare plants have historically been identified on the project site, but adequate information of impact assessment is lacking; or
 - c. No initial biological assessment has been conducted and it is unknown whether or not rare plants or their habitat exist on the site.
3. Botanical consultants should be selected on the basis of possession of the following qualifications (in order of importance):
 - a. Experience as a botanical field investigator with experience in field sampling design and field methods;
 - b. Taxonomic experience and a knowledge of plant ecology;
 - c. Familiarity with the plants of the area, including rare species; and
 - d. Familiarity with the appropriate state and federal statutes related to rare plants and plant collecting.
4. Field surveys should be conducted in a manner that will locate any rare or endangered species that may be present. Specifically, rare or endangered plant surveys should be:
 - a. Conducted at the proper time of year when rare or endangered species are both "evident" and identifiable. Field surveys should be scheduled (1) to coincide with known flowering periods, and/or (2) during periods of

ATTACHMENT 2

SENSITIVITY OF TOP PRIORITY RARE NATURAL COMMUNITIES IN SOUTHERN CALIFORNIA*

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1. - Less than 6 known locations and/or on less than 2,000 acres of habitat remaining.
- S2. - Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3. - Occurs in 21-100 known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to the natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	<div style="display: flex; justify-content: space-between;"> <div> Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Althorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest </div> <div> Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh </div> </div>
S1.2	<div style="display: flex; justify-content: space-between;"> <div> Southern Foredunes Mono Pumice Flat Southern Interior Basalt F1. Vernal Pool </div> <div></div> </div>
S2.1	<div style="display: flex; justify-content: space-between;"> <div> Venturan Coastal Sage Scrub Diegan Coastal Sage Scrub Riversidian Upland Coastal Sage Scrub Riversidian Desert Sage Scrub Sagebrush Steppe Desert Sink Scrub Mafic Southern Mixed Chaparral San Diego Mesa Hardpan Vernal P. San Diego Mesa Claypan Vernal P. Alkali Meadow Southern Coastal Salt Marsh Coastal Brackish Marsh Transmontane Alkali Marsh </div> <div> Coastal and Valley Freshwater Marsh S. Arroyo Willow Riparian Forest Southern Willow Scrub Modoc-G. Bas. Cottonwood Willow Rip. Modoc-Great Basin Riparian Scrub Mojave Desert Wash Scrub Engelmann Oak Woodland Open Engelmann Oak Woodland Closed Engelmann Oak Woodland Island Ironwood Forest Island Cherry Forest S. Interior Cypress Forest Bigcone Spruce-Canyon Oak Forest </div> </div>
S2.2	<div style="display: flex; justify-content: space-between;"> <div> Active Coastal Dunes Active Desert Dunes Stab. and Part. Stab. Desert Dunes Stab. and Part. Stab. Desert Sandfield Mojave Mixed Steppe Transmontane Freshwater Marsh Coulter Pine Forest S. California Fellfield </div> <div> White Mountains Fellfield </div> </div>
S2.3	<div style="display: flex; justify-content: space-between;"> <div></div> <div> Bristlecone Pine Forest Limber Pine Forest </div> </div>

Top Priority Rare Natural Communities
From Region Five

Code Number	Location	Few Records	Name
S1.1 Rank			
21330	Cis		Southern Dune Scrub
31200	Cis		Southern Coastal Scrub
32400	Cis		Maritime Succulent Scrub
32720	Cis		Riversidean Alluvial Fan Sage Scrub
37030	Cis	Y	Southern Maritime Chaparral
42110	Cis		Valley Needlegrass Grassland
43000	Des	Y	Great Basin Grassland
43777	Des	Y	Mojave Desert Grassland
47000	Cis		Pebble Plains
51177	Cis	Y	Southern Sedge Bog
52310	Cis		Cismontane Alkali Marsh
61700	Des		Mojave Riparian Forest
61810	Des		Sonoran Cottonwood Willow Riparian
61820	Des		Mesquite Bosque
75100	Des	Y	Elephant Tree Woodland
75200	Des	Y	Crucifixion Thorn Woodland
75300	Des	Y	Althorn Woodland
75400	Des	Y	Arizonan Woodland
81600	Cis		Southern California Walnut Forest
81820	Cis	Y	Mainland Cherry Forest
83122	Cis	Y	Southern Bishop Pine Forest
83140	Cis		Torrey Pine Forest
85330	Des	Y	Desert Mountain White Fir Forest
S1.2 Rank:			
21230	Cis		Southern Foredunes
35410	Des		Mono Pumice Flat
44310	Cis		Southern Interior Basalt Fl. Vernal Pool
S2.1 Rank:			
32300	Cis	Y	Venturan Coastal Sage Scrub
32500	Cis		Diegan Coastal Sage Scrub
32710	Cis	Y	Riversidian Upland Coastal Sage Scr.
32730	Cis	Y	Riversidian Desert Sage Scrub
35300	Des	Y	Sagebrush Steppe
35120	Des	Y	Desert Sink Scrub
37122	Cis	Y	Mafic Southern Mixed Chaparral
44321	Cis		San Diego Mesa Hardpan Vernal P.
44322	Cis		San Diego Mesa Claypan Vernal P.
45310	Des		Alkali Meadow
52120	Cis		Southern Coastal Salt Marsh
52320	Cis		Coastal Brackish Marsh
52410	Des		Transmontane Alkali Marsh

Coded as either cis (for cismontane) or des (for desert)

TRANSPORTATION/FLOOD CONTROL DEPARTMENT - SURVEYOR



COUNTY OF SAN BERNARDINO
PUBLIC SERVICES GROUP

East Third Street • San Bernardino, CA 92415-0835 • (909) 387-2800
November 30, 1998 Fax (909) 387-2667

KEN A. MILLER
Director

Hal Fredericksen, City Planner
City of Montclair
P.O. Box 2308
Montclair, CA 91763

File #10(EVN)-4.01

RE: NOTICE OF PREPARATION OF A DRAFT PROGRAM-LEVEL EIR, CITY OF
MONTCLAIR GENERAL PLAN UPDATE

Dear Mr. Fredericksen:

Thank you for giving the San Bernardino County Transportation/Flood Control Department the opportunity to comment on the above-referenced project.

After reviewing the submitted document, our Department offers the following comments:

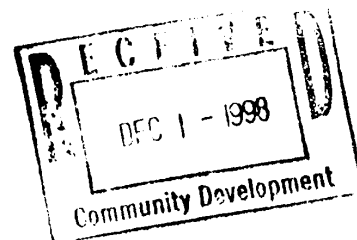
1. San Antonio Channel, formerly known as Chino Creek, is owned and jointly operated by the U.S. Army Corps of Engineers and the Flood Control District. The District acts as an intermediary between local agencies and the Corps in all Corps related projects. Recently, the Corps of Engineers completed a feasibility study to determine whether or not there was a need to increase flood control capability of San Antonio Channel. Based on the findings of that study, it has been determined that:
 - a. the existing channel provides a minimum of 200-year flood protection, and;
 - b. the channel does not need to be modified for the purposes of additional flood protection, environmental restoration or other allied purposes at this time. A copy of the Public Notice dated September 8, 1998 is attached for your use.
2. The Environmental Impact Report should identify all flood hazards and shall propose mitigation measures.

Sincerely,

FRANK MOLINA, Senior Associate Planner
Environmental Management Division

FM:fm/NOPMTCLR.DOC

cc: Jim Borcuk
KAM/CLL Reading File





**US Army Corps
of Engineers.**

LOS ANGELES DISTRICT

PO Box 532711

LOS ANGELES, CA 90053-2325

Public Notice

FINAL FEASIBILITY REPORT

FOR

SAN ANTONIO AND CHINO CREEKS FLOOD CONTROL PROJECT

AT

SAN BERNARDINO COUNTY, CA

SEPTEMBER 8, 1998

COMPLETION OF STUDIES:

Notice is hereby given that the Los Angeles District and South Pacific Division Commanders have completed the San Antonio and Chino Creeks Feasibility Study. The Study determined if modification to the existing Corps of Engineers San Antonio/Chino Creeks Flood Control Project (See Enclosed Map) was needed for the purpose of increasing the flood control, environmental restoration or other purposes. This Feasibility Report presents the results of the study initiated in May 1997 with our cost sharing partner, San Bernardino County Transportation and Flood Control Department. The report was completed under the authority provided by a resolution of the Committee on Public Works and Transportation of the United States House of Representatives, approved May 17, 1994.

FINDINGS AND RECOMMENDATIONS:

The feasibility report included preparing a detailed hydrology and hydraulics analysis to determine the level of flood protection for the existing San Antonio Dam and the 16 miles of the San Antonio and Chino Creeks concrete channel from the Dam to the Prado Dam Reservoir. The hydrologic analysis used rainfall runoff models to simulate the downstream runoff and flood discharges below the San Antonio Dam without the influence of releases from the San Antonio Dam. The analysis also reflected closing the San Antonio Dam gates when it is expected that the downstream channel capacity would be exceeded based on "real -time" downstream gaging information. Installation of two stream flow gages and one rainfall gage was identified as measures to increase the reliability of the real time operations of the San Antonio Dam. Based on hydrology and hydraulics reanalysis, the existing channel provides a minimum of 200 year flood protection. The installation of the three gages will be pursued under the Corps of Engineers Operations and Maintenance Program. Based on the findings and conclusions in this report, the Los Angeles District Engineer recommends that the existing flood control project for San Antonio and Chino Creeks in the Counties of San Bernardino and Los Angeles not be modified for the purpose of additional flood protection, environmental restoration, or other allied purposes at this time.

RECEIVED
SEP 15 1998

FEDERAL PROJECTS/
FLOOD CONTROL ENGINEERING

COORDINATION AND PUBLIC INVOLVEMENT:

The study was conducted by the US Army Corps of Engineers with the San Bernardino County Transportation and Flood Control Department, other Federal and State agencies, public and private organizations and other interested persons through appropriate meetings, correspondence and telephone conversations. Through a public meeting on July 15, 1997 at Lehigh Elementary School in Montclair California the local citizens, and city and county officials were given the opportunity to present their concerns and information at the initiation of this feasibility report. It should be noted that since the construction of the San Antonio Dam and the San Antonio and Chino Creeks concrete flood control channel in 1960 there has not been any flooding on these creeks. Input provided by the attendees covered such concerns as curtailing flood releases from the Dam to help with operations of the sewage treatment plant at the lower end of Chino channel. Also comments were made pertaining to the low flow releases that could effect water conservation activities at Chino Ground Water Basin.

REVIEWS AND VIEWS OF INTERESTED PARTIES:

Prior to finalization of the report's recommendation, the study and report findings will be reviewed by the Chief of Engineers. Interested parties may present written views on the report to the Chief of Engineers. Such communications should be mailed to the U. S. Army Corps of Engineers, Policy Review & Analysis Division, Policy Review Branch, 7701 Telegraph Road, Alexandria, Virginia 22315-3861, within 45 days from the date of this notice. Copies of information received by mail will be regarded as public information unless the correspondent requests otherwise. Such a request will limit the usefulness of the information because of the need for full public disclosure of all factors relevant to the decision.

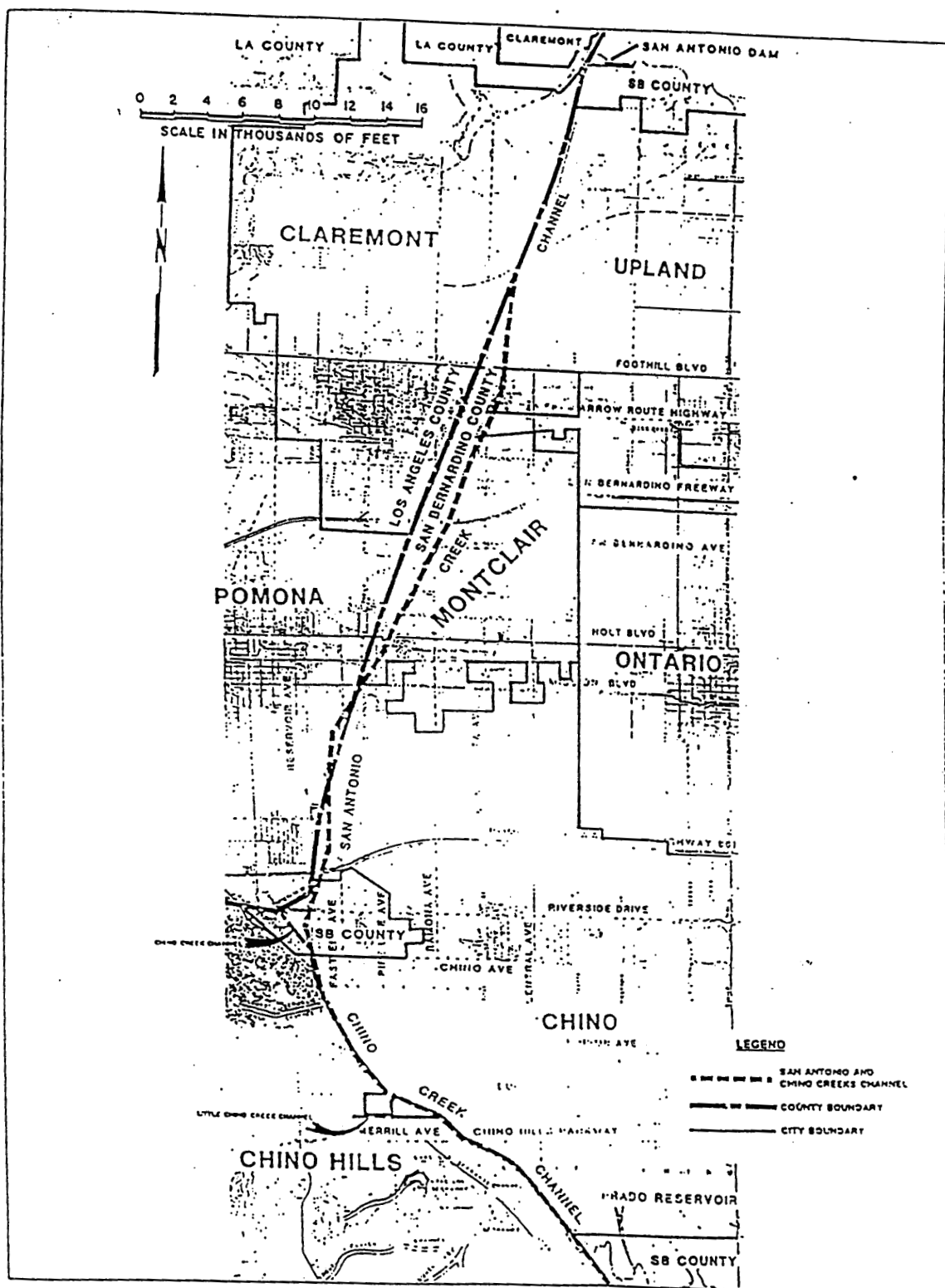
REPORT INFORMATION:

Copies of the one volume feasibility report including the main report, and Hydrology, Hydraulics and Economics appendices are available upon request while supply lasts. Copies of the report have been also provided for public review at the libraries shown on the enclosed list (Enclosure 2). The report and additional information may be obtained by writing to the District Commander, U. S. Army Engineer District, 911 Wilshire Boulevard, Los Angeles, California 90012 or by contacting Mr. Grigor Grigorian, the Los Angeles District study manager, by phone at (213) 452-3822.

Please pass a copy of this public notice along to anyone who may be interested in in the feasibility report.



Robert L. Davis
Colonel, Corps of Engineers
District Engineer



Cities Along the San Antonio and Chino Creek Channel.

Public Libraries

City of Chino
Public Library
13180 Central Ave
Chino, Ca 91710

City of Clairmont
Public Library
208 N. Harvard
Clairmont, Ca 91711

City of Montclair
Public Library
9955 Freemon Ave
Montclair, Ca 91763

City of Pomona
Public Library
625 S. Garey Ave
Pomona, Ca 91766

City of Rancho Cucamonga
Public Library
7368 Archibald Ave
Rancho Cucamonga, Ca 91730

City of San Bernardino
Public Library
555 W. 6th Street
San Bernardino, Ca. 92410

City of Ontario
Public Library
215 East "C" Street
Ontario, Ca 91764

City of Upland
Public Library
450 N. Euclid Ave
Upland, Ca 91786



Main Office

18 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Yorba Linda • Richard Dixon, Lake Forest •
Arlene Haskewana, La Palma • Bev Perry, Brea

County of Riverside: James Venable, Riverside
County • Jan Leja, Beaumont • Dick Kelly, Palms
Verde • Ron Lowridge, Riverside • Andrea Puga,
Riverside • Ron Roberts, Temecula

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David Feldman, Fontana • Lee Ann Garcia, Grand
Drapers • Gerson Gordon-Perry, Chino Hills • John
Schnack, Highland

County of Ventura: Judy Mikels, Ventura County •
John Fox, Thousand Oaks • John McInnis,
Santa Paula • Toni Young, Port Hueneme

Printed on Recycled Paper 1/15/98

November 12, 1998

Mr. Hal Fredericksen, City Planner
City of Montclair
Community Development Department
5111 Benito Street, P.O. Box 2308
Montclair, CA 91763

RE: **Comments on the Notice of Preparation for the Draft Program Level
EIR for the City of Montclair General Plan Update - SCAG No.
I9800598**

Dear Mr. Meyer:

Thank you for submitting the **Notice of Preparation for the Draft Program Level EIR for the City of Montclair General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [b])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide which may be applicable to your project are outlined in the attachment. **We expect the DEIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your DEIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact Bill Boyd at (213) 236-1960.

Sincerely,

J. DAVID STEIN

Manager, Performance Assessment and Implementation

**COMMENTS ON THE PROPOSAL TO DEVELOP THE
DRAFT PROGRAM-LEVEL EIR FOR THE
CITY OF MONTCLAIR GENERAL PLAN UPDATE**

PROJECT DESCRIPTION

The proposed Project involves the General Plan Update, including the following elements: Land Use, Circulation, Housing, Community Design, Public Safety, Noise, Public Utilities and Facilities, Air Quality, Conservation and Open Space.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Project.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

REGIONAL GROWTH FORECASTS

The Draft EIR should reflect the most current SCAG forecasts which are the 1998 RTP (April 1998) Population, Household and Employment forecasts for the SANBAG subregion and the City of Montclair. These forecasts follow:

SCAG SANBAG Forecasts	2000	2005	2010	2015	2020
Population	1,772,700	2,005,400	2,239,600	2,512,800	2,829,800
Households	565,000	639,200	7116,800	805,7700	904,900
Employment	617,000	734,800	860,700	983,400	485,600

SCAG City of Montclair Forecasts	2000	2005	2010	2015	2020
Population	32,200	34,200	36,300	38,600	40,900
Households	9,400	10,000	10,600	11,300	12,000
Employment	18,000	19,900	22,000	24,100	26,400

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) also has policies and actions pertinent to this proposed project. This 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. Among the relevant policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*
- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*
- 4.04 *Transportation Control Measures shall be a priority.*
- 4.05 *The Regional Transportation Improvement Program (RTIP) shall be developed using the RTP as guidance, and approval shall be based on its implementation of the RTP.*
- 4.06 *Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.*
- 4.07 *Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.*
- 4.09 *All existing and new public transit services, facilities and/or systems shall be fully*

accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.

- 4.10 All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, prohibiting intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.*
- 4.11 All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement.*
- 4.15 Arterial HOV facilities to support transit and rideshare will be supported and encouraged.*
- 4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.*
- 4.17 Alternatives to highway expansion must be evaluated before giving regional approval to expand single occupancy lanes.*

Core Regional Transportation Plan Actions

Livable Communities

- 1. Study the impact of the Livable Community strategy on VMT and Vehicle Trip Reductions.*

Non-Motorized

- 3. Improve or construct priority bicycle and pedestrian facilities identified in county and subregional Non-Motorized Plans.*

Location Efficient Mortgage

- 4. Support continuing efforts by the Center for Neighborhood Technology and Surface Transportation Policy Project to develop and promote LEMs and obtain participation agreements by lending institutions.*
- 6. Work with housing industry, financial institutions, affordable housing interests and agencies to promote the LEM strategy.*

Intelligent Transportation Systems

- 11. Refine Priority Corridor institutional relationships to focus on development and*

deployment of ITS projects consistent with the ITS Strategic Plan, national architecture, and regional performance.

12. *Develop policies and guidance to incorporate ITS projects in the development, design, and funding of regional projects.*
13. *Work with US Department of Transportation, Caltrans, CTCs, Subregions, local governments and the private sector to identify public and private funding for implementation of ITS projects in the Region.*
14. *Expect emphasis of ITS to occur at subregional level.*

Transit Restructuring

18. *Work with transit operators and transportation commissions to evaluate restructuring existing services away from least performing lines towards more efficient transit services that meet the regional performance goal by the year 2010.*

Smart Shuttles

20. *Develop a system of demand responsive transit to be implemented at major centers in the Region, providing multi-modal linkages, access within centers, and connections between centers.*

Transit Corridors

23. *Construct exclusive transit corridors to minimize travel time and achieve the ridership in Table 3 of the Regional Transportation Plan.*
25. *Coordinate with San Bernardino County to review transit corridor serving Redlands and develop recommendations for same.*

Transit Centers/Park-n-Ride Facilities

26. *Develop a subregionally focused public education and training program through a regional Livable Places Initiative that promotes successful local urban design examples of land use related transportation planning, that reduces reliance on auto travel and improves community livability, and economic vitality*
27. *Continue to refine methodologies to evaluate transit center mobility and air quality impacts.*

28. *Enhance transit centers, constructing new centers and providing additional park-n-ride*

Local Roadways

43. *Improve arterials that serve regional needs for freight movement or provide capacity within commute sheds. The Plan proposes \$1 billion in addition to funds already identified by Transportation Commissions and Subregions. The \$1 billion dollars for arterial projects is not sufficient to meet regional needs and requires further research and funding.*
44. *Each County Transportation Commission and IVAG allocates its fair share of funding for arterials to the Subregions within the boundaries of the respective commission and IVAG based upon identified regional mobility needs and SCAG's Performance Indicators.*

Rail Grade Crossings

54. *Construct grade separations at rail lines. Study the funding mechanisms for grade crossing projects to meet the needs of the entire Region.*
55. *Recognize the need for additional funding for grade crossing projects to relieve truck congestion because current program funding needs exceed available public and private funding.*

Vanpooling

61. *Continue to support private provision of vanpool programs.*
62. *Create a strong public-private partnership to increase the number of commuter vanpools from 2,000 to 5,000 through more effective marketing, and through the provision of non-monetary public sector incentives.*
63. *Develop and implement pilot projects to test the concept of replacing low-performing express bus services with non-subsidized vanpools.*

Telecommunications

65. *Support policies and programs that facilitate individuals and business employees working at home.*

66. *Support public policies, programs, legislation, ordinances, housing designs and building permits that enable and support self-employed and other private sector employees working at home.*

Voluntary Implementation (Non-Regulatory) of Emission Reduction Strategies

68. *SCAG and the Southern California Economic Partnership work together with public and private organizations to develop approaches, agreements and institutional arrangements for implementation of the SCAG Telecommunications Strategy, smart shuttles, livable communities, ATIS and alternative fuels as well as for possible inclusion in future SIPs for attainment demonstration.*

Alternative Fuels and Clean Cities

77. *Support permitting of alternative and zero emission vehicle infrastructure and charging stations.*

Welfare to Work

80. *Provide "one-stop" information centers for welfare recipients entering the work force by linking Advanced Transportation Information Systems directly to job placement/referral and job training centers.*
81. *Develop and implement programs to utilize lower-cost, non-traditional transportation systems (such as shared-ride taxi services, jitneys, etc.) to supplement existing transit services to provide access to employment opportunities for welfare recipients.*
82. *Work with employers, job placement/referral and job training centers to integrate new workers entering the work force into existing employer-based commuter assistance programs.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on*

infrastructure construction and make better use of existing facilities.

- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.19 *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the challenges of the regional economy.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services,*

recreational facilities, law enforcement, and fire protection.

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- 11.03 *Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g., transportation, air quality, water supply).*
- 11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*
- 11.06 *Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.*
- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*
- 11.08 *Ensure wastewater treatment agency facility planning and facility development be*

consistent with population projection contained in the RCPG, while taking into account the need to build wastewater treatment facilities in cost-effective increments of capacity, the need to build well enough in advance to reliably meet unanticipated service and storm water demands, and the need to provide standby capacity for public safety and environmental protection objectives.

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*

Public Health and Safety

- 9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

Resource Production

- 9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*

Resource Protection

- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, **Environmental Impact Reports** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

Dec 4, 1998

Dr. Tom Garnella FAX 909 459-2572
Ontario-Montclair School District

RE: NOTICE OF PREPARATION - MONTCLAIR GENERAL PLAN UPDATE

Dear Tom:

The notice of preparation (NOP) that Anka faxed to me is fairly bland and for a 16-year period, the impacts would seem minimal as relates to the City of Montclair. However, their projections could have implications outside the City and thus affect schools within the District.

For example, the attached chart shows a housing increase of 379 units over the 16-year period. Even if the same number of students was enrolled and student generation factors of .6/per household were to materialize, the increase in the number of students would be 227 or approximately 1/3 of an elementary school.

Now look at the chart to see the projection of 8,348 new jobs, yet only an increase in population of 1,217. This suggests that of the 8,348 new jobs most, if not all, could be filled from new population being housed in the Ontario part of your District. Assuming a student generation factor of .6/per household, the increase in the number of students could be over 5,000 new students. Obviously there is no way of knowing if (1) more than one jobholder resides per household, (2) new jobholders will all live within the other parts of OMSD and (3) some of the new jobholders may be jobseekers who already reside in Montclair.

Given the above, about the most I could see happening is for you to make these above observations in a response to the NOP and suggest that (1) land be designated for a school site within Montclair, (2) A CFD be formed covering the 379 new homes and (3) an agreement that if the number of students impacting OMSD causes overcrowding to Montclair schools (or OMSD schools) then the City of Montclair will assist the District in building either a new school or securing relocatable classrooms. (long sentence !! - grammatically poor!!)

Post-It® Fax Note	7671	Date	12/9/98	# of pages	2
To	Hal Fredericks	From	Pete Peterson		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	621-1584	Fax #			

d when the report is filed
of some benefit.

held? Central?

NOTICE OF PREPARATION
CITY OF MONTCLAIR GENERAL PLAN UPDATE
 October 23, 1998
 Page 2

City's Intent to consider the input obtained in comments received on this NOP in the preparation of the draft Program EIR.

Build-out Projections: Based on the potential build-out projections contained in the draft General Plan update, the following increase in the number of existing dwelling units, jobs, and population are projected between the years 1998 and 2015. It should be noted, however, that these figures are projections based on the current draft revised Land Use Policy Map. That document is subject to change and these projections, therefore, may be modified based on the further analysis of the City and/or comments received during the environmental review and decision-making processes.

Category	Existing Conditions (Year 1998)	General Plan Update (Year 2015)	Change	Percent Variation
Residential				
Single-family (dwelling units)	6,290	6,585	295	5
Multi-family (dwelling units)	4,161	4,245	84	2
Total Dwelling Units	10,451	10,830	(379)	(4)
Employment				
Retail Employment (jobs)	6,560	9,087	2,527	39
Non-Retail Employment (jobs)	10,007	15,828	5,821	58
Total Jobs	16,567	24,915	(8,348)	(50)
Population				
Population (individuals)	30,611	31,828	(1,217)	(4)

Project Applicant: City of Montclair

California Environmental Protection Agency Hazardous Waste List: Not Applicable

Scope of the Program EIR: CEQA authorizes the use of a program or "first tier" environmental impact report (EIR) for the purpose of analyzing a series of actions that can be characterized as one large project and that represent logical parts in the chain of contemplated actions, related geographically or in connection with the issuance of plans, regulations, or other general criteria to govern the conduct of a continuing program. A program-level EIR allows an agency to consider broad policy alternatives and program-wide mitigation measures early in the planning and development process.

Based on the City's preliminary assessment of the potential secondary impacts that may result from the adoption and implementation of the General Plan Update, the following topical issues will be addressed in the Program EIR: (1) land use; (2) traffic and circulation; (3) noise; (4) air quality; (5) earth resources; (6) hydrology; (7) cultural resources; (8) aesthetics; and (9) public services, utilities, and facilities. The City will concern all comments received in response to this NOP and may modify this list in response to those comments. In addition, those mandatory sections required under CEQA and Guidelines (e.g., growth-inducement, cumulative impact, alternatives analyses) will be addressed therein.

In the preparation of the Circulation Element, a traffic analysis addressing horizon year (2015) conditions will be prepared in accordance with the requirements of the "Congestion Management Program" (CMP) and the San Bernardino County Associated Governments (SANBAG). Should the City elect to certify the EIR and approve or conditionally approve the General Plan Update, a program-level Mitigation Reporting and Monitoring Program, which may include a fair-share allocation for identified improvements to the arterial street system within the City, will be prepared and included in the Program EIR.

In recognition of the urbanized nature of the City and the absence of any information indicating the presence of protected plant or animal species or sensitive plant communities and habitats within the City and Sphere of Influence that may be impacted by the proposed project, no analysis of program-related or cumulative biological impacts will be included in the Program EIR unless substantial evidence of such impacts is subsequently received by the City during the CEQA process.

TOM DODSON & ASSOCIATES
2150 N. ARROWHEAD AVENUE
SAN BERNARDINO, CA 92405
TEL (909) 882-3612 • FAX (909) 882-7015



November 30, 1998

City of Montclair
Attn: Hal Fredericksen, City Planner
5111 Benito Street (P. O. Box 2308)
Montclair, CA 91763

Dear Hal:

Tom Dodson & Associates (TDA) serves as the environmental consultant for the San Bernardino County Local Agency Formation Commission (LAFCO or Commission) which will function as a Responsible Agency for future annexations within the City's existing Sphere of Influence. On behalf of the Commission I have reviewed the City of Montclair's General Plan Environmental Impact Report (GPEIR) Notice of Preparation (NOP) for the proposed project and have developed some general comments which follow these introductory comments.

Since LAFCO will serve as a Responsible Agency as defined by the California Environmental Quality Act (CEQA), it is important that the environmental impact report (EIR) prepared for this proposed project contain an adequate discussion of all potential environmental impacts so that it can be considered and accepted by the Commission when it considers annexation issues within the Sphere area. In this particular case the City's future capability and the impacts from delivery of utilities and services to your existing Sphere need to be fully analyzed in the City's proposed GPEIR. Comments on the remaining environmental issues discussed in the NOP follow in the order that they would normally be discussed in an Initial Study Environmental Checklist Form (using the new State CEQA Guidelines Form).

1. Land Use And Planning: The analysis performed by the City for the Sphere area should include a detailed evaluation of the existing land uses and land use designations contained in the existing General Plan and the proposed General Plan. The land use and planning evaluation should incorporate a comprehensive assessment of impacts from implementing local land use designations and regional planning policies as they apply to both the existing land use designations, existing policies guiding uses in these areas, and the fundamental land use characteristics. Compatibility issues also need to be evaluated.
2. Population and Housing: Any revisions to the existing jobs/housing balance for City need to be assessed relative to the regional plans, Regional Comprehensive Plan and Guide and other related documents. Anticipated growth inducement from the project needs to be addressed at this stage of review because the City will be establishing a vision of the Sphere area for the

future. The relationship of future housing demand, ability to provide affordable housing, and effects on existing housing resources from the proposed plan also need to be analyzed in the GPEIR.

3. Earth: Several known active faults affect the region. An evaluation of any potential fault rupture and seismic ground shaking issues should be provided for the project area, including the Sphere area. Related geotechnical issues, ground failure from liquefaction or landslides should be considered.
4. Water: Water issues are of concern for the project area. Adequacy of water supply; water quality related to surface runoff from urban areas and generation of wastewater that will require management; and increased runoff into existing drainage channels are all issues that will need to be evaluated in the context of the existing water supply, water quality, and storm runoff environmental setting.
5. Air Quality: The South Coast Quality Management District has recently concluded the 1997 Air Quality Management Plan update which is under legal challenge. The GPEIR should evaluate the changes in basic assumptions of the District's future growth scenarios and emissions scenarios that will be caused by implementation of the new general plan land use designations. This is a complex issue that should be closely coordinated with the District in order to make the forecast about the future as accurate as possible. Some focus on carbon monoxide hotspots, particularly near the mall should be considered.
6. Transportation/Circulation: The advent of the required Congestion Management Plan analysis will necessitate the determination of costs and source of funds to meet circulation system improvement requirements. Major circulation system assumptions will likely require detailed modeling of the proposed road system that will be required to meet the future land use designations for the area. A comprehensive analysis of transportation and circulation is needed in the GPEIR for this project. Effects on rail operations should be considered since a major rail corridor is included within the Sphere area.
7. Biological Resources: The project area contains limited biological resources and I concur with the exclusion of this issue from consideration in the GPEIR.
8. Energy and Mineral Resources: The potential impacts to energy and mineral resources is nominal and I concur with exclusion of this issue from consideration in the GPEIR.
9. Hazards: The proposed General Plan is required to address hazards associated with the industrial or other uses that involve hazardous substances. The GPEIR scope should be expanded to address these issues and related emergency service and response capabilities, such as emergency response plans and evacuation routes; and existing contaminated areas either within the project area or that may affect the project area.

10. Noise: Existing sources of noise are related to the I-10, State Route 60 and rail transportation corridors, major arterials and the limited areas of stationary noise sources in the City. The GPEIR should evaluate potential noise changes and the impacts to and from existing land uses adjacent to the project area. Land use compatibility is a major noise issue.
- 11-12. Public Services and Utilities: The provision of adequate service and utility infrastructure to the existing Sphere area is a major issue of concern, both from the ability to fund adequate services and utilities and the physical effects of providing the infrastructure to meet the future demand. All evaluations should be in the context of cumulative capacities of the various systems and the City should establish thresholds of adequacy for service and utility provision that will be used to evaluate impacts from providing services to the Sphere area.
13. Aesthetics: The aesthetic analysis should not just consider design guidelines that are applicable to future development in the Sphere area. It should include an analysis of the existing visual settings and scenic vistas, if any, and evaluate how the proposed land use designations will alter these settings and vistas. As a highly urbanized community, the changes may not be significant, but substantiating such conclusions should be a goal of the GPEIR.
14. Cultural Resources: A comprehensive inventory of known cultural resources within the project and Sphere area should be compiled and treatment methodologies identified. An evaluation of historical, ethnic and religious resource issues related to the Sphere area should also be included in the GPEIR. Again, given the degree of urban development in the City, the focus should be on historic structures and locations that are substantial enough to deserve attention.
15. Recreation: Recreation is presently limited within the project area, but provision of adequate park and recreation resources should be evaluated as part of the public service issues.

I anticipate all of the mandatory sections to be addressed in the GPEIR. Given the current level of development within the City, the GPEIR needs to carefully define reasonable alternatives for the project. No discussion of alternatives is provided in the NOP. Growth inducement and cumulative impacts are also very important issues that must be evaluated in the GPEIR. In conjunction with the LAFCO Staff, I am available to discuss these comments and provide input into the GPEIR process, including reviewing the Screencheck GPEIR if desired. I look forward to reviewing the Draft GPEIR when it is made available for public review and comment. Thank you in advance for your consideration of these comments.

Sincerely,



Tom Dodson

cc: Cecilia Lopez-Henderson



Chino Basin Water Conservation District

November 3, 1998

City of Montclair
Attn. Mr. Hal Frederickson, City Planner
Community Development Department
P. O. Box 2308
Montclair, CA 91763

Re: Notice of Preparation of a Draft Program-Level EIR for the
City of Montclair General Plan Update

Dear Mr. Fredericksen:

Since the present limits of the City of Montclair, and the area within its Sphere of Influence, almost entirely over-lies the Chino Groundwater Basin, this District respectfully requests that the referenced EIR give special attention to the loss of naturally occurring recharge in the Chino Basin which will result from new or additional development, the loss of prime land upon which to locate recharge basins necessary to mitigate for the new development, and the potential for increased subsidence. In this regard, the District recommends that the Draft EIR consider not only the immediate incremental loss of recharge volume but the impacts due to continuing or legacy recharge volume losses. Additionally, the Draft EIR should address the potential for increased subsidence due both to the increase in pumping and the decrease in percolation which are sure to follow development in this area.

In order to ensure that only new development is assessed for the loss of recharge and potential for increased subsidence problems, the District strongly recommends that the City consider the possibility of having developers construct groundwater recharge basins within each subdivision or development as a means to mitigate for anticipated losses and events. For your information, this is a common practice among the cities and irrigation district's in northern California, where such areas also serve as open space/local and regional park areas. Additionally, another beneficial reason for imposing this requirement is to reduce the "peak" runoff flow rate conveyed by "collector drains," thereby making the flows more manageable. In this regard, by reducing and capturing a portion of the peak flow rates everyone gets a fair share of the conveyance capacity of local collector and main drainage channels without the need to construct additional very large conduits.

Please feel free to call me at most anytime should you like to discuss these concerns.

Sincerely yours,

Barrett Kehl

Barrett Kehl,
General Manager

cc: Directors
Chief of Watermaster Services

DIRECTORS

H. ERIC PETERSON
Division 1
JOE CASTILLO
Division 2
JOHN T. REDDICK
Division 3
PAUL HOFER
Division 4
JOHN VANDEN BRINK
Division 5
HENRY DE HAAN JR.
Division 6
GEOFFREY VANDEN HEUVEL
Division 7

OFFICERS

PAUL HOFER
President
JOHN T. REDDICK
Vice President
JOE CASTILLO
Treasurer
BARRETT KEHL
Secretary - Manager

DISTRICT COUNSEL

WILLIAM BRUNICK

4594 SAN BERNARD
P.O. BOX 2400
MONTCLAIR, CA 917
(909) 626-2711
FAX (909) 626-55

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

9530 Pittsburgh
P. O. Box 608
Rancho Cucamonga, CA 91730
(909) 980-3994
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



November 5, 1998

File No.: 855.7957.

City of Montclair
Attn: Hal Fredericksen, City Planner
Community Development Department
5111 Benito Street (P. O. Box 2308)
Montclair, CA 91763

Dear Mr. Fredericksen,

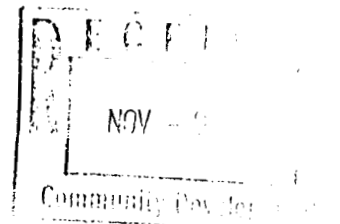
We recently received your letter regarding the environmental impact report for the City of Montclair General Plan Update. The California Highway Patrol's responsibility as it relates to this project would include regulation of traffic on those portions of I10 that traverse the project. A review of the proposal indicates that the increased traffic, if any, would be an insignificant percentage of the total traffic that already exists on I10.

If you have questions or require additional information, you may contact Lt. Larry Duncan at the Rancho Cucamonga Area, (909) 980-3994.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. P. Talbott", with a stylized flourish at the end.

J. P. TALBOTT, Captain
Commander
Rancho Cucamonga Area





CITY OF CLAREMONT

Community Development Department

City Hall
107 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
Fax (909) 399-5492

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Community Improvement • (909) 399-5467
Economic Development • (909) 399-5341

November 11, 1998

Jim S. Lai
Associate Planner
City of Montclair
P.O. Box 2308
Montclair, CA 91763

Dear Mr. Lai:

City of Montclair General Plan Update and Draft Program-Level Environmental Impact Report

Thank you for providing the City of Claremont with the notice of preparation for the EIR for the Draft General Plan and a copy of the Draft General Plan Land Use Map for the City of Montclair. Areas which are of concern to the City of Claremont include the following:

- Planned uses which will change or intensify development in northwest Montclair east of Mills Avenue and along Monte Vista Avenues which may have adverse impacts on nearby areas in Claremont.
- Increased traffic on Mills Avenue, Claremont Boulevard, Monte Vista Avenue, and Arrow Highway that will result from planned new development in Montclair, and possible alternatives and mitigation measures for addressing this increased traffic.
- Potential adverse impacts to Russian Village and Arbol Verde historic neighborhoods that may result from new development and planned new public improvements in areas adjacent to these neighborhoods.

We expect that these issues will be addressed in the General Plan text and Draft EIR, and we look forward to receiving and reviewing copies of these documents. Thank you for the opportunity to comment on this project.

Sincerely,

Belle Newman
Senior Planner

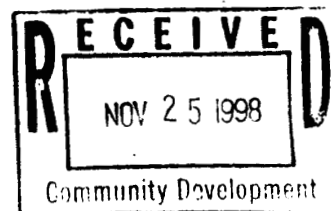
BN/MONTCLAIR/LTR111098

DEPARTMENT OF TRANSPORTATIONDISTRICT 8, 464 W. 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400

November 23, 1998

08-SBd-10-0.00/1.75

Mr. Hal Fredericksen
City Planner
Community Development Department
5111 Benito Street
P.O. Box 2308
Montclair, CA 91763

Notice of Preparation of City of Montclair General Plan Update

Dear Mr. Fredericksen:

Thank you for the opportunity to review the above referenced document.

Please send a copy of the Draft Environmental Impact Report to this office for our review at the earliest opportunity.

If you have any questions, please contact Mr. Mike Sim, District Development Review Engineer, at (909) 383-4808 or FAX (909) 383-5936.

Sincerely,

A handwritten signature in cursive script that reads 'Linda Grimes'.

LINDA GRIMES, Chief
Office of Forecasting/
IGR/CEQA Review

EUNICE M. ULLOA
Mayor

GLENN DUNCAN
Mayor Pro Tem

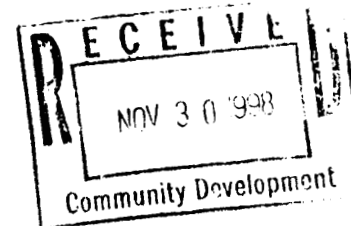


CITY of CHINO

BRUCE ROBBINS
DENNIS YATES
MARTIN SALGADO
Council Members

GLEN ROJAS
City Manager

November 25, 1998



Mr. Hal Fredericksen
City Planner
City of Montclair
Community Development Department
P.O. Box 2308
Montclair, CA 91763

Dear Hal:

Thank you for the opportunity to comment on the Notice of Preparation prepared for the City of Montclair General Plan Update. The information which you provided was routed to several other departments for input. The following are the comments received:

Traffic and Circulation (Barry Dee, Transportation Manager)

- Analysis and environmental assessment of this project should include full disclosure of the project and cumulative traffic impacts on the City of Chino and within Chino's Sphere of Influence.
- The traffic impact studies must be developed to meet and fulfill all state and local Congestion Management Plan requirements.

Water (Dave Crosley, Water and Environmental Division)

The Environmental Impact Report should:

- Identify all existing water utility properties (e.g. State Street reservoir site, Phillips Boulevard reservoir site).
- Identify major facilities (e.g. WFA pipelines).
- Address water supply for planned new development and related "Management Zone 1" issues currently being discussed by the Chino Basin Watermaster.

Planning (Melanie Mullis, Planning Division)

- If any significant changes to land use designations are anticipated (especially in the area in close proximity to Phillips Boulevard), the impacts of these changes should be identified. If increases in density are anticipated within this area, assessment of the impacts upon the low-density residential properties in Chino's Sphere of Influence should be analyzed.

The City would like the opportunity to review the Draft Environmental Impact Report and Draft General Plan text when they become available. We would appreciate receiving



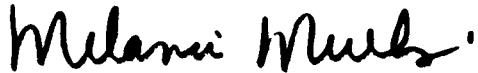
13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 627-7577 • (909) 591-6829 Fax

Hal Frederickson
Page 2
November 25, 1998

two (2) copies of the draft EIR in order to expedite our review. These documents can be sent to the following address:

Community Development Department
City of Chino
P.O. Box 667
Chino, CA 91708-0667
Attn: Melanie Mullis

Sincerely,

A handwritten signature in black ink that reads "Melanie Mullis". The signature is written in a cursive, flowing style.

Melanie Mullis
Associate Planner

cc: Chuck Coe, Director of Community Development
Brent Arnold, Principal Planner
Barry Dee, Transportation Manager
Dave Crosley, Water and Environmental Manager

APPENDIX B

NOTICE OF COMPLETION AND RESPONSES

NOTICE OF COMPLETION

State of California
Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814

City of Montclair Comprehensive General Plan Update

Project Title

The project area, inclusive of both the City of Montclair's corporate boundaries and the City's Sphere of Influence area, is bordered on the west by the Los Angeles County line, the City of Upland on the north, the Cities of Upland and Ontario on the east, and the City of Chino and its Sphere of Influence area on the south.

Project Location – Specific

City of Montclair and Sphere of Influence Area

County of San Bernardino, California

Project Location – City

Project Location – County

The City of Montclair Community Development Department has proposed a comprehensive update to its existing 1983 General Plan to include both the corporate area of the City (5.21 square miles) and the City's Sphere of Influence (1.26 square miles). Based on the potential build-out projections contained in the draft Land Use Element, an estimated 379 new dwelling units and 2,087,000 square feet of retail and non-retail development will be added to the City and its Sphere of Influence during this planning period (1998- 2015). Implementation of the land use policies presented therein will result in the creation of an estimated 8,348 new job opportunities and increase the City's population by an estimated 1,285 individuals.

Description of Nature, Purpose, and Beneficiaries of Project

City of Montclair
Community Development Department
5111 Benito Street (P. O. Box 2308)
Montclair, California 91763

Lead Agency

City of Montclair, Community Development Department, 5111 Benito Street, Montclair, CA 91763
Montclair Branch Library, 9955 Fremont Avenue, Montclair, CA 91763

Address Where Copy of the EIR is Available

April 23, 1999 through June 7, 1999

Review Period

Jim S. Lai, Associate Planner
City of Montclair

Office: (909) 625-9433
FAX: (909) 621-1584

Contact Person

Telephone / Facsimile



CITY OF MONTCLAIR NOTICE OF PUBLIC HEARING

A public review has been scheduled before the **Montclair Planning Commission** to consider the following application for a proposal in Montclair:

CASE NUMBER: 99-5

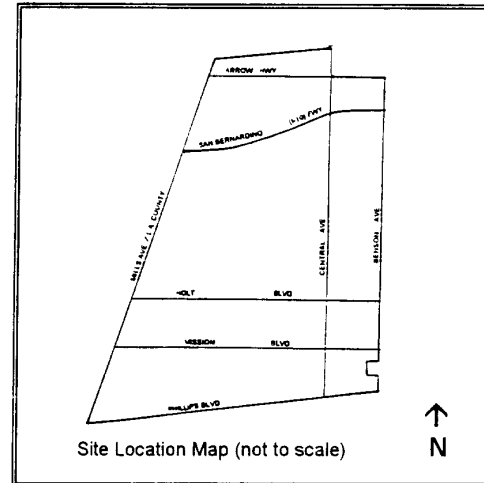
PROJECT LOCATION:

All incorporated City Limits plus
unincorporated areas within Montclair's
Sphere of Influence

APPLICANT: City of Montclair

PROJECT CONSULTANT:

L.D. King, Inc.



PROJECT DESCRIPTION:

Consideration for adoption of a comprehensive update of the Montclair General Plan which covers the planning area as described. The current General Plan was last updated in 1984 with its Housing Element revised in 1991. The General Plan Update identifies the changes, revisions, additions, and other modifications to that document as required to describe the current conditions and represent the current policies of the community.

Also for consideration is the Draft Program Environmental Impact Report (EIR) which has been prepared to address environmental issues and to evaluate mitigation measures relating to the General Plan Update.

ENVIRONMENTAL ASSESSMENT:

The City, acting as the Lead Agency, has determined that the proposed General Plan Update could result in significant adverse impact on the environment, therefore a Program Environmental Impact Report has been prepared and incorporated into the General Plan Update.

The public review process will begin in the Council Chambers of the Montclair Civic Center, 5111 Benito Street, Montclair, CA 91763, at 7:00 p.m. on **Monday, April 26, 1999**. Any interested person may appear in person or by agent and be heard by the Planning Commission, or may express approval or disapproval of the project by mail or facsimile transmittal.

The environmental findings and staff recommendations, along with the proposed project application and the draft documents, may be viewed at the Planning Division, at the above address, from 7:30 a.m. to 5:30 p.m., **Thursday and Monday** prior to the public hearing. Additional copies are available at the Montclair Branch Public Library.

For further information concerning this project, please contact **Jim S. Lai**, the Project Coordinator in the Planning Division at (909) 625-9433 / FAX (909) 621-1584.

**RESPONSE TO COMMENTS
ON THE
DRAFT PROGRAM
ENVIRONMENTAL IMPACT REPORT
SCH No. 98111001**

CITY OF MONTCLAIR GENERAL PLAN UPDATE

Lead Agency:

**CITY OF MONTCLAIR
COMMUNITY DEVELOPMENT DEPARTMENT**
5111 Benito Street
P. O. Box 2308
Montclair, California 91763
(909) 621-1584 FAX
(909) 625-9432

Prepared by:

L. D. KING, INC.
2151 Convention Center Way, Suite 100B
Ontario, California 91764-4464
(909) 937-0202 FAX
(909) 937-0200

June 11, 1999

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1.1 Introduction

Section 21091(d) of the California Environmental Quality Act (CEQA) mandates that "the lead agency shall consider any comments it receives on a draft environmental impact report" and "shall prepare a written response" thereto. The "Guidelines for the California Environmental Quality Act," as amended (Guidelines), codified in Title 14 of the California Code of Regulations, further requires that the lead agency consider all public and agency comments received on the draft environmental impact report (draft EIR) in the decision-making process. Pursuant to Section 15088(a) of the Guidelines, "the lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments."

As required under Section 15002(j) of the State CEQA Guidelines, "an agency must solicit and respond to comments from the public and from other agencies concerned with the project." In accordance therewith, this "Response to Comments on the Draft Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (RTC) provides the City of Montclair's (City or Lead Agency) draft responses to those written comments received by the Lead Agency on the April 1999 "Draft Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (Draft PEIR) following the Lead Agency's dissemination of a "Notice of Completion" (NOC) for the "City of Montclair General Plan Update" (General Plan Update).

Based on the manner in which the Draft PEIR has been formatted, this RTC is hereby incorporated as and included in Section 7.0 (Final Environmental Impact

Report) therein. Upon certification by the City Council of the City of Montclair, both the Draft PEIR and RTC and any additional material identified by the City Council, shall constitute the "Final Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (Final PEIR).

Upon certification, the Final PEIR shall serve as the environmental basis under CEQA and the Guidelines for both the adoption of a comprehensive update to the City's existing "City of Montclair General Plan," adopted in 1983 (1983 General Plan"), and the existing Housing Element, adopted in 1990 (1990 Housing Element) and for the implementation of those plans, policies, programs, and capital improvements identified therein or subsequently formulated in furtherance thereof. The Final PEIR shall further serve as the environmental basis for any discretionary actions as may be required from other Responsible or Trustee Agencies with jurisdiction by law over the project site or the resources located within the City and its Sphere of Influence.

Pursuant to Section 21092.5 of CEQA, at least 10 days prior to certifying an environmental impact report, the Lead Agency shall provide a written proposed response to a public agency comment made by that agency which conforms with the requirements of that division. Proposed responses shall conform with the legal standards established for response to comments on draft environmental impact reports.

During the comment period established with the transmittal of the NOC to the Governor's Office of Planning and Research, in that agency's role as State Clearinghouse, separate letters were received from : (1) the Chino Basin Water Conservation District; and (2) the City of Claremont. Presented herein are the Lead Agency's draft responses to each of those written comments. Copies of the Lead Agency's

draft responses have been provided to each of these agencies within the time period established by statute.

1.2 Contents of the Final Program Environmental Impact Report

Section 15132 of the Guidelines specifies that a final environmental impact report (EIR) shall consist of: (1) the draft EIR; (2) comments and recommendations received on the draft EIR; (3) a list of persons, organizations, and public agencies commenting on the draft EIR; (4) the responses of the Lead Agency to significant environmental points raised in the review and consultation process; and (5) any other information as may be added by the Lead Agency. This RTC, inclusive of the Draft PEIR, contains each of these requisite components and fully complies with the disclosure provisions of CEQA and the Guidelines.

1.3 Review Period

On April 26, 1999, the Lead Agency provided copies of the NOC (via certified mail) to both the State Clearinghouse and to a broad list of agencies, organizations, and individuals potentially interested in the General Plan Update. In addition, the Lead Agency published notice of the availability of the Draft PEIR in a newspaper of general circulation.

As authorized under Section 21091(a) of CEQA, "the public review period for a draft environmental impact report shall not be less than 30 days. If the draft environmental impact report is submitted to the State Clearinghouse for review, the review period shall be a least 45 days." Since the General Plan Update constitutes an activity of regional, areawide, or Statewide significance, copies of the NOC were distributed to the State Clearinghouse.

Dissemination of the NOC and the publication of legal notice commenced a 45-

day review period that concluded on June 10, 1999. A copy of the NOC, containing acknowledgement of receipt by the State Clearinghouse, is included in Attachment A (Notice of Completion) herein.

1.4 Written Comments

The following agencies have submitted written comments to the Lead Agency on the Draft PEIR and/or NOC within the review period established by statute:

- Chino Basin Water Conservation District
Attn: Barrett Kehl, General Manager
4594 San Bernardino Street
P.O. Box 2400
Montclair, CA 91763-0900
(909) 625-5974 FAX
(909) 626-2711
- City of Claremont
Community Development Department
Attn: Belle Newman, Senior Planner
207 Harvard Avenue
Claremont, CA 91711
(909) 399-5492 FAX
(909) 399-5470

1.5 Incorporation of Comments

All written comments submitted in response to the publication of the NOC and dissemination of the Draft PEIR that were received by the Lead Agency during the public review period have been included in herein. The Lead Agency is not obligated under CEQA to respond to late comments. Since the City seeks to provide full disclosure of the project's potential impacts so as to allow for informed decision making by all affected agencies, those comment letters received following the close of the noticed comment period have been incorporated herein but responses to those letters have not been provided.

Copies of each of the comment letters received by the Lead Agency are included in Attachment B (Comment Letters). Each

correspondence is separately numbered (i.e., Letter No. 1 and Letter No. 2). A vertical line and corresponding reference number have been inserted on each letter to identify those comments that require a specific response under CEQA. Each comment or question has been numbered sequentially (e.g., Comment No. 1; Comment No. 2; Comment No. 3) to provide a reference between each letter and the Lead Agency's draft written response. For example, a reference to "Response No. 1-2" indicates Letter No. 1 and Comment No. 2 therein.

The Lead Agency's draft response to each of the letters received during the noticed comment period are presented in Section 2.0 (Response to Comments) herein.

1.6 Mitigation Reporting and Monitoring Program

As required under Section 21081.6 of CEQA, "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

Since the planning and environmental processes for the General Plan Update ran concurrently rather than sequentially, the Lead Agency continuously modified the proposed project based on information received through the preparation of the Draft PEIR. In lieu of mitigation measures, the Lead Agency has elected to modify the project (e.g., incorporate policy statements) in order to reduce or avoid the potential environmental impacts that may result therefrom.

As a result, the Lead Agency has not specifically identified any mitigation measures that are independent of the project itself. In the absence of those measures, no mitigation reporting or monitoring program is

required hereunder. In lieu of that document, as later development, redevelopment, and capital improvement activities are proposed, the planning and decision-making bodies of the Lead Agency will evaluate those activities for compliance with and consistency to the General Plan Update.

2.1 Chino Basin Water Conservation District

Attn: Barrett Kehl, General Manager
4594 San Bernardino Street
P.O. Box 2400
Montclair, CA 91763-0900

Comment No. 1-1: *By letter dated November 3, 1998, this District expressed a concern that the City should consider "the possibility of having developers construct groundwater recharge basins within each subdivision or development" as a means of offset for the loss of naturally occurring rainwater recharge due to urbanization. Upon examination of the referenced document the District noticed that this concept was given little if any consideration by the city.*

Response No. 1-1: The City appreciates the input provided by the Chino Basin Water Conservation District (District) and remains committed to working cooperatively to both ensure the long-term availability of sufficient water resources and to contribute to regional efforts to ensure the maintenance of an equilibrium between groundwater withdrawal and recharge.

As a public policy, the City believes that it is impractical and, in many instances infeasible to implement a single design solutions such as requiring a "ground water recharge basins with each subdivision or development" without determining both the overall benefit and any corresponding impacts at the community, subregional, and regional levels. The City has been an active participant in those regional planning efforts and commits to working with the District at the community level.

Comment No. 1-2: *The District is very concerned about the existing and ever expanding area of ground subsidence occurring near the southerly boundary of the sphere of influence. The District is also concerned of the grave imbalance between "recharge and groundwater withdrawals" both within the city and areas situated down gradient thereof. It is in order to counter the negative impacts of these concerns that this District is encouraging the city's developers to set aside and establish groundwater recharge basins.*

Response No. 1-2: As indicated in the Draft PEIR, the City is primarily developed and lacks large areas of undeveloped land suitable for development as groundwater recharge basins. Since suitable spatial opportunities are either absent or in short supply within the City and its Sphere of Influence, Montclairs' contribution to problem resolution must be in the context of implementing storm drain plans so that runoff falling upon impervious surfaces within this planning area can be safely and effectively conveyed to those existing recharge basins that exist within the community and to both existing and future basins that may be developed down-gradient thereof.

Comment No. 1-3: *In order to assist the city in validating the need for encouraging developers to utilize landscaped areas for localized mini-percolation basins, the District respectfully submits the attached information that has been recently evaluated and determined to be of major concern to the Chino Basin Watermaster. To better understand the consequences of not addressing this problem at this time, the District encourages the city to review these issues with the Chief of Watermaster Services for the Chino Basin Watermaster and the General Manager for the Monte Vista Water District. I would be happy to coordinate a meeting with you and these individuals to discuss these matters.*

Response No. 1-3: The information provided by the District will become part of the Final PEIR and will be used by both the City and the development community in formulating detailed site-specific actions in conformance with the goals and policies contained in the General Plan Update. Similarly, the information has been provided to the City Council as part of their deliberations.

The City appreciates the District's offer to meet to discuss this and other issues of common concern. Throughout the implementation phase of the General Plan Update, the City commits to working cooperatively with both District staff and other resource planners to identify localized and areawide solutions to existing over-draft conditions.

Comment No. 1-4: *To further the District's offer of cooperation, the District would appreciate being included on the list of agencies providing plan reviews and comments relative to the water conservation aspects of proposed developments within the city.*

Response No. 1-4: Most of the future development activities now anticipated within the City and its Sphere of Influence can be characterized as "in-fill" development. Should development, redevelopment, and/or capital improvement projects of potential areawide significance be proposed within this jurisdiction, the City will seek to actively involve the District in the review of those future plans.

2.2 City of Claremont Community Development Department

Attn: Belle Newman, Senior Planner
207 Harvard Avenue
Claremont, CA 91711

Comment No. 2-1: Issue. *In the Existing Setting Report on Page 2-14, a Richton-Huntington Drive connection is listed as a*

future roadway improvement. This planning improvement, however, is not addressed or shown in the General Plan Update, draft EIR, or traffic impact analysis. We are concerned about the potential impacts that this may have on traffic and residential uses along First Street and Claremont Boulevard in Claremont. **Recommendation.** Please involve Claremont's Engineering and Planning Divisions in the planning for this future connection.

Response No. 2-1: Any Richton-Huntington Drive connection would be the subject of further project-specific CEQA review. Should traffic demands warrant such improvements in the future, the City will solicit the active involvement of the City of Claremont's Engineering and Planning Divisions.

Comment No. 2-2: Issue. *Bicycling is an increasingly important form of transportation, and the City of Claremont encourages bicycling by adding more bicycle lanes each year throughout the City. One very important project that the City is currently working on includes a regional bikeway along the old Santa Fe Rail right-of-way that will extend through Claremont to the eastern terminus of First Street at Huntington Drive. This is a joint project with the cities of Pomona, La Verne and San Dimas. It is part of the Los Angeles Metropolitan Transportation Authority's Subregional Bikeway Plan for the East San Gabriel Valley, and links up to several other regional bikeways west of San Dimas. It also has the potential to link up with regional bikeways planned in Upland and Rancho Cucamonga. An extremely important component for linking the bikeways between Los Angeles and San Bernardino Counties is a needed connection at Huntington Drive and Richton Street west of Monte Vista Avenue. Here the bikeway could connect to the bicycle lanes planned on Monte Vista Avenue, Arrow Highway, and Richton Street west of Monte Vista Avenue.* **Recommendation.** *Please include this bikeway connection on Huntington*

Drive/Richton Street as part of your Circulation Plan. This would be consistent with your policies CI-1.1.7 and AQ-2.4.3.

Response No. 2-2: There presently exists no public right-of-way directly connecting Huntington Drive in Claremont and Richton Street in the City of Montclair. Arrow Highway provides an opportunity for an east-west linkage and has been identified as an on-street bicycle lane in the Circulation Element. The City of Montclair supports regional bikeway planning efforts and commits to working with Claremont and other adjoining communities to implement additional non-vehicular transportation alternatives.

Comment No. 2-3: Issue. *The cities of the East San Gabriel Valley and the Cities of Claremont and Montclair have been working together to advocate and plan for the future extension of the Blue Line commuter rail project from Pasadena to Montclair. Between Claremont and Montclair, this future commuter rail line will be located adjacent to the existing Metrolink tracks. Right-of-way must be preserved for this project, and the existing bridge over Monte Vista Avenue will need to be widened to accommodate this new rail line.* **Recommendation.** *Include a discussion of this rail line extension from Pasadena to Montclair, the needed improvements for it, and how it will connect with all the other transit facilities at the Montclair Transcenter in the circulation element of the General Plan.*

Response No. 2-3: Insufficient information is presently available to add a project-level discussion of this commuter rail project to the EIR. In response to this comment, however, the City has amended Policy CI-1.1.10 to include reference to Metrolink. As a result of program-level policies in the General Plan in support of expanded commuter rail service, the future implementation of that plan would, in all likelihood, be deemed to be consistent with the goals and objectives of this community.

Comment No. 2-4: Issue. *In the CMP Traffic Impact Analysis, it is assumed that an additional westbound left turn lane and additional through lanes will be added to Foothill Boulevard on the eastbound and westbound approaches to Monte Vista Boulevard. The added westbound turn lane and the additional westbound lanes at this location will create a congestion problem in Claremont because no additional westbound lanes will be added in Claremont.*

Recommendation. *Include as part of your traffic impact analysis, the fact that Foothill Boulevard will be kept as a divided four-lane highway throughout Claremont, and re-evaluate the impacts accordingly. In planning for Foothill Boulevard, the local cities will need to work together so additional traffic is not encouraged in one area that will adversely cause congestion in another area.*

Response No. 2-4: The traffic improvements identified in the CMP analysis have been used as the basis to develop long-range plans to address regional traffic growth. At the general plan level, no attempt has been made to coordinate local plans with those of other jurisdiction or to assess the project-specific consequences of any of the roadway improvements identified therein. When and if regional demands warrant the consideration of those improvements, the City of Montclair will ensure that the resulting analysis fully consider the impacts of its proposed actions on not only the City of Claremont but on other affected parties.

Comment No. 2-5: Issue. *On page 10 of the circulation element, Mills Avenue from Holt Avenue to the city limits north of Moreno Street is listed as a "Unrestricted Street" for truck traffic. Mills Avenue north of Moreno Street, however, is a narrow two lane residential street that runs through the Russian Village, a historic district listed in the National Register. Therefore, it is not appropriate for truck traffic.*
Recommendation. *Revise the circulation element to remove the length of Mills*

Avenue north of Moreno Street as a "Unrestricted Street" for any vehicle that exceeds a maximum gross weight of ten thousand pounds. Include this length of street as a "Restricted Street," and post the street as "not a truck route." This would be consistent with your transportation policy CI-1.1-3. Trucks are already restricted on Mills Avenue south of Arrow Highway in Claremont.

Response No. 2-5: As illustrated in Figure I (City of Montclair Designated Truck Routes) in the Circulation Element, north of Moreno Street, Mills Avenue is designated as "Restricted Truck Use." That segment of Mills Avenue is, however, located in the City of Claremont and not in the Montclair. Since the Lead Agency is unable to act beyond its jurisdictional limits, the City encourages the City of Claremont to post such notices along that roadway as may be required in support of that designation.

Comment No. 2-6: Issue. *Several traffic-calming improvements have recently been made to Mills Avenue between Moreno Street and Arrow Highway. This length of the street goes through the historic district of Russian Village where there is very limited right-of-way, but sidewalks, bike lanes, small medians and stop signs were added in an attempt to slow traffic speeds, and to discourage through traffic.*

Recommendation. *Add a discussion of these traffic calming improvements along Mills Avenue to your circulation element.*

Response No. 2-6: See Response No. 2-5 above.

Comment No. 2-7: Issue. *Arrow Highway between Claremont Boulevard and Monte Vista Avenue currently has almost the highest daily traffic volume of any roadway segment within the entire Montclair planning area (27,000 vehicles), and it can be expected to have a significant increase in traffic as a result of the 8,348 new jobs in the vicinity of Montclair Plaza. The Monte Vista*

Avenue and Arrow Highway intersection currently operates at a level of service D, and in 2015 with existing geometry and funded improvements, it is projected in your traffic analysis to operate at a level of service F with a volume to capacity ratio greater than 1.0. To address this problem and improve the level of service at this intersection, an eastbound right turn lane on Arrow Highway at Monte Vista Avenue is proposed. Because of this future problem that has been identified at [the] Monte Vista Avenue and Arrow Highway intersection, we are concerned about the impact that the additional traffic will have on the intersection at Claremont Boulevard and Arrow Highway.

Recommendation. *As part of the traffic analysis, include a 2015 conditions intersection analysis of the Claremont Boulevard and Arrow Highway intersection as we believe that it too may be significantly impacted by increased traffic volumes on Arrow Highway. Added mitigation for this measure should also be included as shown as warranted by the analysis.*

Response No. 2-7: At the program level, the focus of the Lead Agency's traffic analysis has been on project-related and cumulative impacts on the analysis of Congestion Management Program (CMP) network roadways within the study area limits, including Arrow Highway. Based on discussion with representatives of the San Bernardino Associated Governments (SANBAG) and review of the threshold criteria for analysis established under the CMP, the intersection of Claremont Boulevard and Arrow Highway was not identified for further analysis as part of the Traffic Impact Analysis (TIA).

Although not included therein, the Lead Agency will ensure that future project-level traffic studies for later development and redevelopment activities that contribute substantially to traffic volumes at that intersection include an assessment of project-related and cumulative impacts thereupon.

Comment No. 2-8: Issue. *The CMP Traffic Impact Analysis shows the Route #30 freeway ramps on Monte Vista Avenue and lists improvements that will [be] made to the ramps. These ramps have been redesigned and relocated eastward to a location on Base Line Road half way between Monte Vista Avenue and Benson Avenue. The amount of additional traffic created by the additional development planned and new jobs created (estimated to increase by up to fifty percent in the vicinity of Montclair Plaza) will have a larger impact on the Monte Vista Avenue and Base Line Road intersection than has been assumed in the traffic analysis. There will be more eastbound right turns from Monte Vista to Base Line Road and more southbound left turns from Base Line Road onto Monte Vista Avenue.*

Recommendation. *Note the change in the location of the ramp and conduct an analysis of the projected impacts to the Base Line Road and Monte Vista Avenue intersection, and evaluate the adequacy of the proposed improvements to the freeway ramps listed on Page 5.3.*

Response No. 2-8: The precise location of the Route 30 ramps at Monte Vista Avenue will not alter regional traffic forecasts, as reflected in the traffic analysis. Localized changes in traffic turning movements, relative to Baseline Road and Monte Vista Avenue, may occur based on the precise location of that ramp. Referencing the CMP analysis:

As part of ongoing monitoring, the City of Montclair should require focused traffic analysis consistent with City requirements for all significant development or redevelopment projects which may come forward. The City of Montclair should also cooperate with SANBAG, adjacent cities, and the California Department of Transportation to ensure that the CMP monitoring requirements at CMP intersections within and near the City are fulfilled.

As reflected therein, at the project level, the City will work cooperatively with affected agencies to address the localized and regional traffic impacts attributable to later development and redevelopment activities that may occur within the planning area.

Comment No. 2-9: Issue. *There is no responsible agency given or timeframe provided for the necessary improvements to the freeway ramps. Because these improvements are necessary to mitigate the impacts identified in the Traffic Impact Analysis, there needs to be an agreement with the City of Claremont and Caltrans as to who will fund these improvements. On page 6-9 of the draft EIR, it is reported that there will be separate "fair-share" cost contributions from new development projects in Montclair for these intersections and freeway segment improvements.*
Recommendation. *Provide a discussion of the timeframe for these improvements and the agency(s) that will be responsible for funding these improvements. This discussion should address how "fair share" costs contributions will be used for this project.*

Response No. 2-9: Regional traffic improvements may require the participation of Caltrans and a number of local agencies. Although the City of Claremont is not specifically identified as a Responsible Agency in the Draft PEIR, that document notes that agencies (beyond those identified therein) may constitute Responsible Agencies based upon the precise nature of later development, redevelopment, and capital improvement projects resulting either directly or indirectly from the policies and programs contained in the General Plan Update.

It is the intent of the general plan to provide a framework for subsequent, more detailed planning efforts. Neither the general plan nor the EIR can anticipate or provide a detailed project-level or site-specific response thereto. As a result, subsequent

actions (both local and regional) will be required to implement the general plan and to ensure the timely construction of those traffic improvements identified in the TIA. Once adopted, the City will work cooperatively with all affected agencies to ensure the presence of appropriate implementing mechanisms and will act proactively in the provision of such infrastructure improvements as may be required to promote the continuing development and redevelopment of the area.

Comment No. 2-10: Issue. *The freeway is now an extension of the 210 Freeway, and is no longer referred to as [the] Route 30 freeway. Recommendation. Note the change of name to the 210 Freeway.*

Response No. 2-10: It is the current understanding of the City that the Route 30 designation currently remains in place with the County of San Bernardino.

Comment No. 2-11: Issue. *The Existing Setting Report mentions that there are no sites within the study area listed on the State or Federal Register of Historic Places. This is incorrect. All of Russian Village (which includes some properties within the City of Montclair) is listed as a historic district on the National Register of Historic Places. This historic district includes the properties of north of Moreno Avenue about 520 feet. The district is comprised of 15 homes, either built by Konstany Stys or inspired by him, and are build of native fieldstone and rubble from broken-up concrete pavement slabs, roofed with tile and linked by low stone fences with iron gates. They are representative of a category of building call[ed] "folk architecture." The date that the district was placed on the National Register was December 28, 1978.*
Recommendation. *Amend the Existing Setting Report, General Plan Update, and the EIR to include mention that the homes in the Russian Village are already listed on the National Register.*

Response No. 2-11: The City acknowledges the presence of this historic district. As indicated in the General Plan Update, "the Russian Village bordering the Claremont city limits contains homes of unique historic and aesthetic value" (Environmental Resources Element, Conservation Element, p. 3). The Existing Setting Report will, however, be modified to incorporate reference to both Russian Village historic district and the Arbol Verde neighborhood.

The City has adopted a historic preservation ordinance designed to promote the retention of historic properties within the community. In addition, a number of policies address this issue, including the City's commitment to: (1) Promote the conservation of significant cultural and historic resources located in or presumed to be located in the City of Montclair (Objective CO-1.3.0); (2) Promote the maintenance and recognition of the City's significant historic and prehistoric resources (Objective CO-1.1.6); (3) 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 (Objective CO-1.1.7); and (4) Improve efforts to maintain and preserve significant historic and architectural structures and points of interest (Objective CO-1.1.10).

Comment No. 2-12: Issue. *The homes on Huntington Drive were part of the larger Arbol Verde neighborhood, a historic district listed on Claremont's local register. The individuality of each building in [the] Arbol Verde District is not as important as the contribution each building makes as a component of a distinct neighborhood that played an important part in local history. The homes on Huntington Drive became separated from the rest of [the] neighborhood only after the construction of Claremont Boulevard which was built through the middle of the neighborhood.*

discussion of cultural resources that the homes on Huntington Drive area part of the historic Arbol Verde neighborhood.

Response No. 2-12: See Response No. 2-11 above.

Comment No. 2-13: Issue. *On page 3-18 of the Existing Setting Report, an excessive noise impact is identified with the Industrial Asphalt plant on Richton Street.*
Recommendation. *We would like this to be monitored to insure that it does not adversely effect Claremont residents in Arbol Verde.*

Response No. 2-13: Industrial Asphalt operates under the provisions of a Conditional Use Permit (CUP). Those conditions require monitoring of the site's operations in order to avoid the occurrence of any significant impacts affecting off-site receptors. As a result, the City of Claremont's concerns are already being addressed under that facility's existing CUP.

Comment No. 2-14: Issue. *In a summary chart on page 2-37 of the draft EIR, a statement is made that the General Plan lowers the number of jobs throughout the planning area. This does not appear to be consistent with the estimate elsewhere in the document that there will be 8,348 new jobs created (a 50 percent increase). We believe that the projected increase in new jobs, primarily in the area around the Montclair Plaza, will have a significant growth inducement effect, and that this could have an impact on cities in eastern Los Angeles County. Also on page 4-2 of the draft EIR, a statement is made that information germane to San Bernardino, and not SCAG, as a whole, constitutes an appropriate basis to assess localized changes in population and employment opportunities relative to cumulative growth anticipated within this subregional area. We would argue that information from the eastern portion of Los Angeles County (including Claremont and Pomona) should be considered.*
Recommendation. *Include information*

from the adjacent cities in Los Angeles County as part of your growth inducement analysis.

Response No. 2-14: The above statement concerning the reduction in the number of jobs anticipated throughout the planning area is in reference to the Lead Agency's comparison of the General Plan Update with the policies contained in the 1983 General Plan. As indicated in Table 2 (General Plan Update Build-Out Projections: 1998-2015) in the Draft PEIR, an estimated 8,348 new jobs are anticipated based on the land use policies contained in the General Plan Update. In contrast, as indicated in Table 3 (1983 General Plan Build-Out Projections: 1998-2015) therein, a total of 8,382 new jobs are predicted. Although similar in magnitude, an incremental reduction in job creation has been identified relative to the proposed and existing planning documents.

As further indicated in the Draft PEIR, the SCAG region includes the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Although the County of San Bernardino (County) is itself a diverse area, it is the most representative of the City of Montclair. While the City concurs with the above comment that smaller sub-County areas and subregions can be identified that encompass the City and other adjoining municipalities, information contained in the "Regional Comprehensive Plan and Guide" does not readily allow for detailed subregional analysis.

For general planning purposes, since the City is a member of the family of communities comprising San Bernardino County, the information concerning the County is deemed to be the most applicable to the assessment of regional growth forecasts.

Comment No. 2-15: Issue. *The EIR is not consistent in the determination of cumulative impacts. In Section 2.4.3 the only cumulative impacts listed are in the area of*

air quality and solid waste. However, in Comparative Evaluation of Alternatives on page 6-12 of the EIR, cumulative impacts are listed for transportation and air quality but not for solid waste. We believe that with the number of new jobs that are projected within Montclair's planning area, in combination with all the other development occurring in eastern Los Angeles County as well as western San Bernardino County, there are cumulative impacts in air quality, solid waste, and transportation. We also believe that there may be cumulative impacts in other issue areas such as population and housing, water resources, and open space and recreation, and that these impacts could affect other cities within the region. Recommendation. Correct the inconsistencies regarding cumulative impacts, and include a discussion of the cumulative impacts related to population and housing, water resources, and open space and recreation as part of the analysis of cumulative impacts.

Response No. 2-15: As identified in Section 2.4.3 (Impacts that Cannot be Mitigated to Below a Level of Significance) in the Draft PEIR, the Lead Agency has identified three environmental effects that cannot be reduced to below a level of significance: (1) cumulative solid waste; (2) operational air quality; and (3) cumulative air quality. The summary table presented in Section 6.3 (Comparative Analysis) fails to accurately cite those impacts. As a result, Table 12 (Comparative Evaluation of Program Alternatives) in the Draft PEIR has been corrected and a revised exhibit presented herein.

Comment No. 2-16: *We are very appreciative of your expressed desire to work cooperatively with us in resolving our concerns. We agree that we should work together to develop common solutions to issues confronting both communities. We would like to do this prior to any final determination on the Draft EIR and General Plan Update. If you have questions about or*

Table 12 (Revised)
COMPARATIVE EVALUATION OF PROGRAM ALTERNATIVES

Environmental Factor	ALTERNATIVE				
	Proposed Project	NO PROJECT		LAND USE ALTERNATIVES	
		No Development	1983 GP Build-Out	Transit Oriented	Planned Development
Land Use	Less than Significant	Least Impact	Incrementally Less Impact	Incrementally Greater Impact	Incrementally Greater Impact
Circulation	<u>Cumulatively Significant</u> <u>Less than Significant</u>	<u>Cumulatively Significant</u> <u>Least Impact</u>	<u>Cumulatively Significant</u> <u>Incrementally Less Impact</u>	<u>Cumulatively Significant</u> <u>Incrementally Less Impact</u>	<u>Cumulatively Significant</u> <u>Incrementally Less Impact</u>
Population and Housing	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Community Design and Urban Form	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Public Facilities	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Schools	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Water Resources	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Wastewater	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Flood Control	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Solid Waste	<u>Less than Significant</u> <u>Cumulatively Significant</u>	<u>Least Impact</u> <u>Cumulatively Significant</u>	<u>Incrementally Less Impact</u> <u>Cumulatively Significant</u>	<u>Comparable Impact</u> <u>Cumulatively Significant</u>	<u>Comparable Impact</u> <u>Cumulatively Significant</u>
Geology	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Noise	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Air Quality (Construction)	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Air Quality (Operational)	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant	Cumulatively Significant
Police and Fire Prevention	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Open Space and Recreation	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact
Cultural Resources	Less than Significant	Least Impact	Incrementally Less Impact	Comparable Impact	Comparable Impact

Source: City of Montclair Community Development Department and L. D. King, Inc.

want to discuss further our concerns, please call me at (909) 399-5485 or the City Engineer, Craig Bradshaw at (909) 399-5465.

Response No. 2-16: This comment is acknowledged and will be forwarded to the City Council for their consideration.

Attachment A

**NOTICE OF COMPLETION AND
DISTRIBUTION LIST**

Notice of Completion and Environmental Document Transmittal

Mail to: State Clearinghouse, 1400 Tenth Street Sacramento, CA 95814 916/445-0613

See NOTE below
SCH **99041111**

Project Title: Draft EIR - City of Montclair General Plan Update, SCH No. 98111001
Lead Agency: City of Montclair
Street Address: 5111 Benito Street (P.O. Box 2309)
City: Montclair, CA 91763 **Zip:** 91763
Contact Person: Jim S. Lai, Associate Planner
Phone: (909) 625-9433
County: County of San Bernardino

Project Location: City of Montclair and Sphere of Influence
County: County of San Bernardino
Cross Streets: NA
Assessor's Parcel No. NA
City/Nearest Community: City of Montclair
Zip Code: 91763 **Total Acres:** 5.48 square miles
Section: Multiple **Twp.:** Multiple **Range:** Multiple
USGS 7.5-Minute Ontario Quadrangle **Base:** San Bernardino
Airports: Cable Airport
Waterways: San Antonio Wash
Within 2 Miles: State Hwy No. SR-30, SR-60 and I-10
Railways: SPRR/UPRR and AT&SF

Document Type
CEQA ☐ NOP ☐ Supplement/Subsequent EIR (Prior SCH No.): ☐ NEPA ☐ NOI ☐ OTHER ☐ Joint Document
☐ Early Consult. ☐ Neg Dec ☐ Draft EIR ☐ EA ☐ Draft EIS ☐ Final Document
☐ Draft EIR ☐ FONSI ☐ Other: **APR 26 1999**
Local Action Type:
☒ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:
☐ Residential: Units: 379 (Est.) Acres: NA ☐ Water Facilities: Type MGD:
☐ Office: Sq.ft.: 1,455,250 (Est.) Acres: NA Employees: 5,822 ☐ Transportation Type
☐ Commercial: Sq.ft.: 631,750 (Est.) Acres: NA Employees: 2,527 ☐ Mining: Type Mineral
☐ Industrial: Sq.ft.: Included w/ Gcm: Acres: NA Employees: Included w/ Com: ☐ Power: Type
☐ Education: ☐ Waste Treatment: Type
☐ Recreational: ☐ Hazardous Waste: Type
☐ Other:

Funding (approx.): Federal: NA State: NA Total: NA

Project Issues Discussed in Document:
☒ Aesthetic/Visual ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Agricultural Land ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Air Quality ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetlands/Riparian
☐ Archaeological/Historical ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Growth Inducing
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Land Use
☐ Economics/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Cumulative Effects
☐ Fiscal ☐ Recreation/Parks ☐ Vegetation ☐ Other:

Present Land Use/Zoning/General Plan Designation: Citywide General Plan

Project Description: The City of Montclair Community Development Department has proposed a comprehensive update to its existing 1983 General Plan to include both the corporate area of the City (5.21 square miles) and the City's Sphere of Influence (1.26 square miles). Based on the potential build-out projections contained in the draft Land Use Element, an estimated 379 new dwelling units and 2,087,000 square feet of retail and non-retail development will be added to the City and its Sphere of Influence during this planning period (1998-2015). Implementation of the land use policies presented therein will result in the creation of an estimated 8,348 new job opportunities and increase the City's population by an estimated 1,285 individuals.

Signature of Lead Agency Representative Peter Lewandowski, AICP **Date** April 26, 1999

State Clearinghouse Contact: Mosie Boyd
(916) 445-0613

State Review Began: 4 - 26 - 99

Dept. Review to Agency 6 - 3 - 99

Agency to SCH 6 - 8 - 99

SCH COMPLIANCE 6 - 10 - 99

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: **99041111**
Please forward late comments directly to the Lead Agency

AQMD/APCD 33/26 (Resources: 5, 1)

Project Sent to the following State Agencies

☒ Resources
☐ Boating & Waterways
☐ Coastal Comm
☐ Coastal Consv
☐ Colorado Rvr Bd
☒ Conservation
☒ Fish & Game # 6
☐ Delta Protection Comm
☐ Forestry & Fire Prot.
☐ Historic Preservation
☒ Parks & Rec
☐ Reclamation Board
☐ Bay Cons & Dev Comm
☐ DWR
☐ OES (Emergency Svcs)
Bus Transp Hous
☐ Aeronautics
☒ CHP
☒ Caltrans # 8
☐ Trans Planning
☒ Housing & Com Dev
☐ Food & Agriculture
☐ Health Services

State/Consumer Svcs
☐ General Services
Cal EPA
☐ ARB
☒ Integrated Waste Mgmt Bd
☐ SWRCB: Clean Water Prog
☐ SWRCB: Water Rights
☒ SWRCB: Water Quality
☐ SWRCB: Bay-Delta Unit
☒ Reg. WQCB # 6
☒ Toxic Sub Ctrl-CTC
Yth/Adlt Corrections
☐ Corrections
Independent Comm
☐ Energy Commission
☒ NACC
☐ Public Utilities Comm
☐ Santa Monica Mtns
☒ State Lands Comm
☐ Tahoe Rgl Plan Agency (TRPA)
Other:
Other:

06/11/99

Page 1

AGENCY	MAILED VIA	DATE MAILED	DATE RECEIVED
Paul Gonzalez CA Dept. of Trans. Dist. 8 464 W. Fourth St. 6th Floor San Bernardino, CA 92401-1400	CA Overnight 121 701 042	4/22/99	4/23/99
Mike Kenny Executive Officer California Air Resources Board 2020 "L" Street Sacramento, CA 95814	Certified Z 139 857 204	4/21/99	4/26/99
PAO Officer Adams California Highway Patrol 9530 Pittsburg Avenue Cucamonga, CA 91730	Certified Z 139 857 203	4/21/99	4/28/99
Bette Harrison Superintendent Chaffey Union High School District 211 West 5th Street Ontario, CA 91762	CA Overnight 121 701 204	4/22/99	4/23/99
District Engineer Chino Basin Water Conserv. Dist. 4595 San Bernardino Street Montclair, CA 91763	CA Overnight 121 701 177	4/22/99	4/23/99
Charles Coe Community Development City of Chino 13220 Central Ave. Chino, CA 91710	CA Overnight 121 701 132	4/22/99	4/23/99
Sharon Wood Community & Econ. Devel. City of Claremont 207 Harvard Ave. Claremont, CA 91711	CA Overnight 121 701 123	4/22/99	4/23/99
Gary Turner Chief City of Montclair Fire Dept. 8901 Monte Vista Montclair, CA 91763	Certified Z 139 857 195	4/21/99	4/26/99
Otto Kroutil City Planning City of Ontario 303 East "B" St. Ontario, CA 91764	CA Overnight 121 701 159	4/22/99	4/23/99

06/11/99

Page 2

AGENCY	MAILED VIA	DATE MAILED	DATE RECEIVED
Dennis Mackay City Planner City of Pomona 505 S. Garey Ave. Pomona, CA 91766	CA Overnight 121 701 114	4/22/99	4/23/99
Jeff Bloom, Dir. Community Development City of Upland 460 N. Euclid Ave. Upland, CA 91786	CA Overnight 121 701 141	4/22/99	4/23/99
Rick Germano President Comcast Cable 1260 S. Dupont Avenue Ontario, CA 91761	Certified Z 139 857 194	4/21/99	4/22/99
Pamella Bennett, REHS Environ. Health Services County of San Bernardino 385 N. Arrowhead Ave. San Bernardino, CA 92415	Certified Z 139 857 202	4/21/99	4/22/99
Ed Kiezykowski County Librarian County of San Bernardino 104 W. Fourth Street San Bernardino, CA 92415	CA Overnight 121 701 105	4/22/99	4/23/99
Valerie Pilmer, Dir. Planning Dept. County of San Bernardino 385 N. Arrowhead Ave., 1st Fl. San Bernardino, CA 92415	CA Overnight 121 701 078	4/22/99	4/23/99
Larry Walker Supervisor (Fred Aguiar) County Supervisor, Dist. 4 385 N. Arrowhead Ave., 5th Fl. San Bernardino, CA 92415	CA Overnight 121 701 087	4/22/99	4/23/99
Director State of CA Dept. of Housing & Comm. Devel. 1800 Third St., Rm 430 Sacramento, CA 95814	CA Overnight 121 701 222	4/22/99	4/23/99
Nancy Nagel Sr. Access Designer GTE 1400 East Phillips Blvd. Pomona, CA 91766	Certified Z 139 857 199	4/21/99	4/22/99

AGENCY	MAILED VIA	DATE MAILED	DATE RECEIVED
Robb Quincey General Manager Inland Empire Utilities Agencies 9400 Cherry Avenue Fontana, CA 92335	CA Overnight 121 701 168	4/22/99	4/23/99
Cecilia Lopez-Henderson San Bernardino County Local Agency Formation Comm. 175 W. Fifth St., 2nd Fl. San Bernardino, CA 92415-0490	CA Overnight Z 121 701 213	4/22/99	4/23/99
Mike Arreguin General Manager Monte Vista Disposal, Inc. 9890 Cherry Avenue Fontana, CA 92335	Certified Z 139 857 200	4/21/99	4/22/99
Mark Kinsey General Manager Monte Vista Water District 10575 Central Ave. Montclair, CA 91763	CA Overnight 121 701 186	4/22/99	4/23/99
Delicia Wynn Office of Plan. & Res. St. Clearinghouse 1400 Tenth St., Rm. 121 Sacramento, CA 95814	CA Overnight 121 701 231 & 121 701 249	4/22/99	4/23/99
Anne Palatino Dir. of Planning Omnitrans - Administration 1700 W. Fifth Street San Bernardino, CA 92411	Certified Z 139 857 201	4/21/99	4/23/99
Dr. Frank Cosca Admin. Ed. Service Ctr. Ontario-Montclair School Dist. 950 West "D" Street Ontario, CA 91762	CA Overnight 121 701 195	4/22/99	4/23/99
Gary Steward, SWRCE Michael Adackapara, SWRCE Reg. Water Quality Control Bd. Reg. 8 3737 Main Street, Ste. 500 Riverside, CA 92501-3339	CA Overnight 121 701 051	4/22/99	4/23/99
Gail Cotugna Envir. Specialist San Bern. Cty. Dept. Trans./Flood Control 825 E. Third Street San Bernardino, CA 92415-0835	CA Overnight 121 701 096	4/22/99	4/23/99

06/11/99

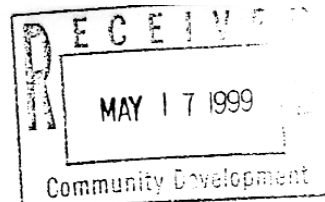
Page 4

AGENCY	MAILED VIA	DATE MAILED	DATE RECEIVED
Capt. Mike Howell Chino Hills Substation San Bernardino County Sheriff 13843 Peyton Dr. Chino Hills, CA 91709	Certified Z 139 857 196	4/21/99	4/22/99
Dave Clark, Env. Mgr. Robert Wirts, Traffic/Trans. SANBAG 444 N. Arrowhead Ave., Ste. 203 San Bernardino, CA 92401	CA Overnight 121 701 024	4/22/99	4/23/99
Joseph Carreras Manager So. CA Assoc. of Governments 818 W. Seventh St., 12th Floor Los Angeles, CA 90017-3435	CA Overnight 121 701 015	4/22/99	4/23/99
Jim Gordanier Planning Sup. So. CA Edison Co. 1351 East Francis Street Ontario, CA 91761	Certified Z 139 857 198	4/21/99	4/22/99
Arnold Dickson Regional Affairs Mgr. So. CA Gas Co. 1981 W. Lugonia Avenue Redlands, CA 92373	Certified Z 139 857 197	4/21/99	4/26/99
Mel Zeldin, Dir. Planning Dept. So. Coast Air Quality Mgmt. Dist. 21865 E. Copley Dr. Diamond Bar, CA 91765	CA Overnight 121 701 069	4/22/99	4/23/99
Environmental Services St. of CA Dept. of Fish & Game 330 Golden Shore, Ste. 50 Long Beach, CA 90802	CA Overnight 121 701 033	4/22/99	4/23/99
David Tomsovic, CMD-2 Cross Media Division US Envir. Protection Agency 75 Hawthorne Street San Francisco, CA 94105	Certified Z 139 857 206	4/21/99	4/23/99
Jim Bartel Supervisor US Fish and Wildlife Service 2730 Loker Avenue, West Carlsbad, CA 92008	Certified Z 139 857 205	4/21/99	4/23/99



Letter No. 1

Chino Basin Water Conservation District



May 12, 1999

City of Montclair
Attn. Mr. Jim S. Lai, Associate Planner
Community Development Department
P. O. Box 2308
Montclair, CA 91763

Re: City of Montclair Comprehensive General Plan Update

Dear Mr. Lai:

By letter dated November 3, 1998 this District expressed a concern that the City should consider, "the possibility of having developers construct groundwater recharge basins within each subdivision or development" as a means to offset for the loss of naturally occurring rainwater recharge due to urbanization. Upon examination of the referenced document the District noticed that this concept was given little if any consideration by the city. In this regard, at page 2-40, the report states the following:

"The potential for future water conservation and reclamation facilities within the City of Montclair are somewhat limited by the availability of land adjacent to major sources of reclaimable water. Existing developments and land uses that are compatible with a conservation or reclamation facility further contribute to the scarcity of desirable sites. However, even without and additional water conservation facilities, the City of Montclair has a higher concentration of major functional water conservation facilities than any city its size in San Bernardino County."

Although the District must agree, in part, with the above referenced findings, it believes that the statements are non-responsive to our comments and the potential future groundwater related problems that the city is surely facing. The District is very concerned about the existing and ever expanding area of ground subsidence occurring near the southerly boundary of its sphere of influence. The District is also concerned of the grave imbalance between "recharge and groundwater withdrawals" both within the city and areas situated down gradient thereof. It is in order to

DIRECTORS
H. ERIC PETERSON
Division 1
JOE CASTILLO
Division 2
JOHN T. REDDICK
Division 3
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JOHN VANDEN BRINK
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JOHN T. REDDICK
Vice President
JOE CASTILLO
Treasurer
BARRETT KEHL
Secretary - Manager

DISTRICT COUNSEL
WILLIAM BRL NICK

1-1

1-2

4594 SAN BERNARDINO STREET
P.O. BOX 2400
MONTCLAIR, CA 91763-0900
(909) 626-2711
FAX (909) 626-5974



Chino Basin Water Conservation District

counter the negative impacts of these concerns that this District is encouraging the city's developers to set aside and establish groundwater recharge basins.

1-2

In order to assist the city in validating the need for encouraging developers to utilize landscaped areas for localized mini-percolation basins, the District respectfully submits the attached information that has been recently evaluated and determined to be of major concern to the Chino Basin Watermaster. To better understand the consequences of not addressing this problem at this time, the District encourages the city to review these issues with the Chief of Watermaster Services for the Chino basin Watermaster and the General Manager for the Monte Vista Water District. I would be happy to coordinate a meeting with you and these individuals to discuss these matters. On a spirit of cooperation, perhaps we can address these issues for the benefit of our taxpayers. To further the District's offer of cooperation, the District would appreciate being included on the list of agencies providing plan reviews and comments relative to the water conservation aspects of proposed developments within the city.

1-3

1-4

Please feel free to call me at most anytime should you like to discuss these concerns.

Sincerely yours,

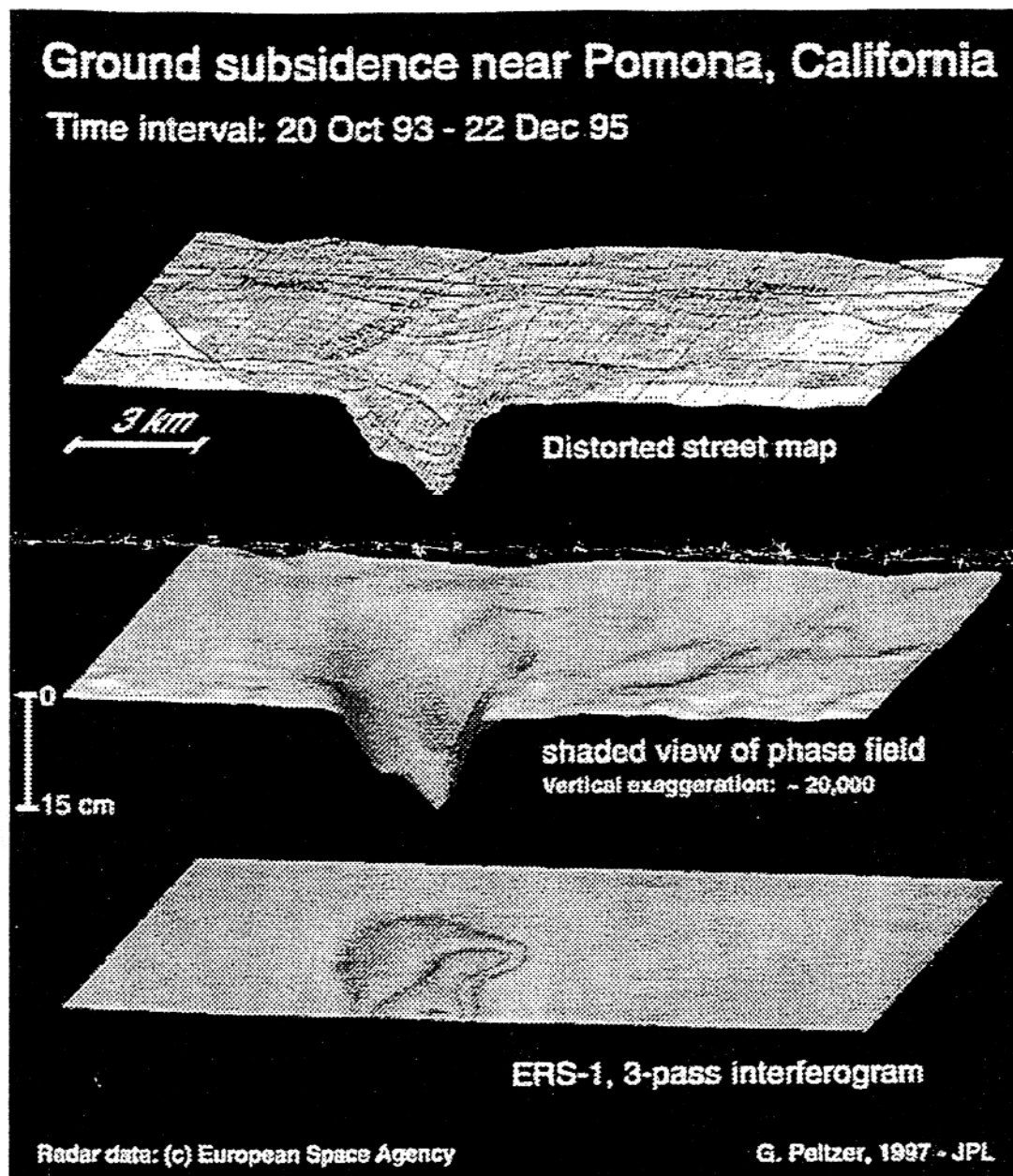
Barrett Kehl

Barrett Kehl,
General Manager

cc. Board of Directors
Chief of Watermaster Services
General Manager, MVWD

Enc. JPL Graphic
OBMP Figures 2-11 & 2-28
Recharge Analysis

4594 SAN BERNARDINO STRE
P.O. BOX 2400
MONTCLAIR, CA 91763-0900
(909) 626-2711
FAX (909) 626-5974



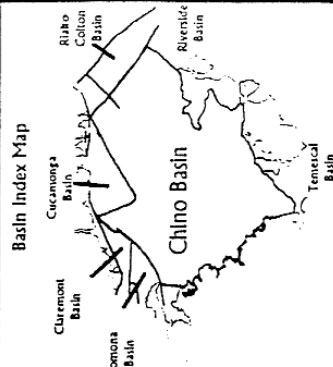


Figure 2-28
Groundwater Level Change Between
Fall 1933 And Fall 1997
With Water Services Areas

WE WILDERMUTH
ENVIRONMENTAL, INC.

Prepared By: JB
Date: November 22, 1998

Optimum Basin Management Program

Chino Basin Watermaster

Legend

- 1997 Groundwater Elevation (feet above msl)
- Management Boundaries
- Boundary Defined by Bedrock or Hydrologic Divide
- Boundary Defined Approximately by Location of Fault
- Boundary Defined Approximately by Location of Concealed Fault
- Boundary Defined Approximately by Location of Groundwater Barrier
- Physical Nature of Barrier is Unknown or Uncertain
- Bedrock

Basin Index Map

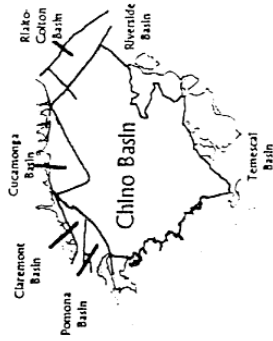


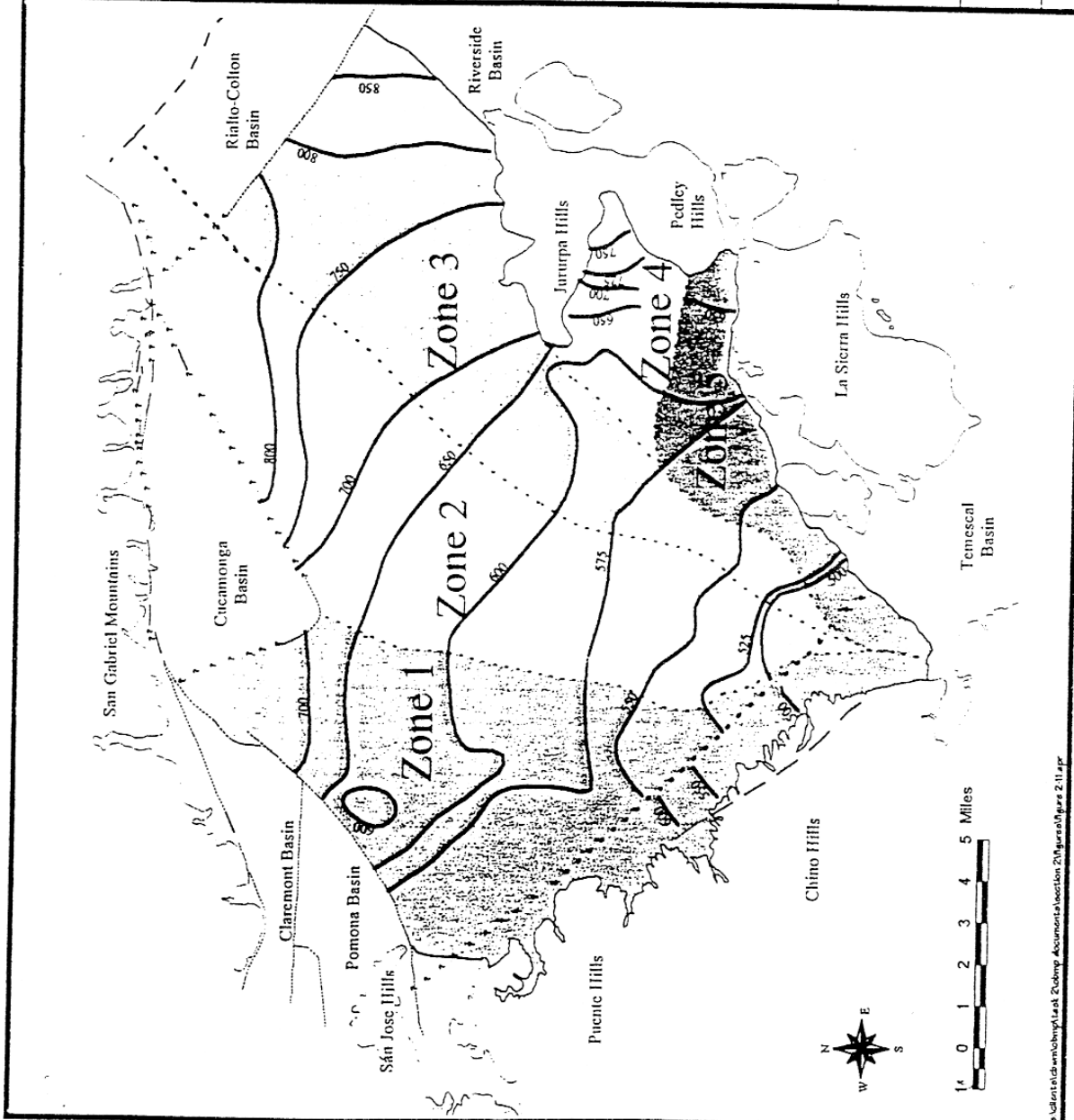
Figure 2-11

Management Zones With Fall
1997 Groundwater Elevations

WE WILDERMUTH
ENVIRONMENTAL, INC.

Date: November 22, 1998

Prepared By: JB



\\atlas\shd\env\chm\figs\fig2-11.apr

SUPPLEMENTAL WATER RECHARGE ANALYSIS
FOR
ZONE 1

Approximately 50% or more of the "Safe Yield" pumping capacity is allocated to Producers in Zone 1. [27,632 a. f.]

Approximately 46% of the actual Basin production, by the Appropriative Pool, occurs in Zone 1. [49,388 \pm a. f.]

Approximately 22% of the estimated average annual natural recharge in the Basin occurs in Zone 1. [4,983 a. f.]

The estimated average annual natural recharge which occurs in Zone 1 is about 18% of the volume of allocated safe yield. In other words, for every 5 a. f. of water produced by the Appropriative Pool in Zone 1, only 1 a. f. is replenished naturally. [4,983/27,632 = 18%]



Letter No. 2

CITY OF CLAREMONT

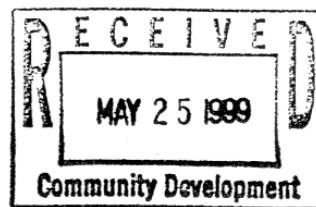
Community Development Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Community Improvement • (909) 399-5467
Economic Development • (909) 399-5341

May 24, 1999

Jim S. Lai
Associate Planner
City of Montclair
P.O. Box 2308
Montclair, CA 91763



Dear Mr. Lai:

**City of Montclair General Plan Update and
Draft Program-Level Environmental Impact Report**

Thank you for providing the City of Claremont the opportunity to comment on Montclair's General Plan Update and Draft EIR (SCH No. 98111001.) After reviewing these documents and the Update CMP Traffic Impact Analysis, we have the following concerns and recommendations in the different issue areas:

TRANSPORTATION

Future Richton-Huntington Drive Connection

Issue - In the Existing Setting Report on Page 2-14, a Richton-Huntington Drive connection is listed as a future roadway improvement. This planned improvement, however, is not addressed or shown in the General Plan Update, draft EIR, or traffic impact analysis. We are concerned about the potential impacts that this may have on traffic and residential uses along First Street and Claremont Boulevard in Claremont.

Recommendation - Please involve Claremont's Engineering and Planning Divisions in the planning for this future connection.

Regional Bikeway Project

Issue - Bicycling is an increasingly important form of transportation, and the City of Claremont encourages bicycling by adding more bicycle lanes each year throughout the City. One very important project that the City is currently working on includes a regional bikeway along the old Santa Fe Rail right-of-way that will extend through Claremont to the eastern terminus of First Street at Huntington Drive. This is a joint project with the cities of Pomona, La Verne and San Dimas. It is part of the Los

Angeles Metropolitan Transportation Authority's Subregional Bikeway Plan for the East San Gabriel Valley, and links up to several other regional bikeways west of San Dimas. It also has the potential to link up with regional bikeways planned in Upland and Rancho Cucamonga. (Attached are maps of different sections of the bikeway.) An extremely important component for linking the bikeways between Los Angeles and San Bernardino Counties is a needed connection at Huntington Drive and Richton Street west to Monte Vista Avenue. Here the bikeway could connect to the bicycle lanes planned on Monte Vista Avenue, Arrow Highway, and Richton Street east of Monte Vista Avenue.

2-2

Recommendation – Please include this bikeway connection on Huntington Drive/Richton Street as part of your Circulation Element Bikeway Plan. This would be consistent with your policies CI-1.1.7 and AQ-2.4.3.

Future Extension of Commuter Rail Line from Pasadena to Montclair

Issue – The cities of the East San Gabriel Valley and the Cities of Claremont and Montclair have been working together to advocate and plan for the future extension of the Blue Line commuter rail project from Pasadena to Montclair. Between Claremont and Montclair, this future commuter rail line will be located adjacent to the existing Metrolink tracks. Right-of-way must be preserved for this project, and the existing bridge over Monte Vista Avenue will need to be widened to accommodate this new rail line.

Recommendation – Include a discussion of this rail line extension from Pasadena to Montclair, the needed improvements for it, and how it will connect with all the other transit facilities at the Montclair Transcenter in the circulation element of the General Plan.

Additional Lanes on Foothill Boulevard

Issue - In the CMP Traffic Impact Analysis, it is assumed that an additional westbound left turn lane and additional through lanes will be added to Foothill Boulevard on the eastbound and westbound approaches to Monte Vista Boulevard. The added westbound turn lane and the additional westbound lanes at this location will create a congestion problem in Claremont because no additional westbound lanes will be added in Claremont.

Recommendation – Include as part of your traffic impact analysis, the fact that Foothill Boulevard will be kept as a divided four-lane highway throughout Claremont, and re-evaluate the impacts accordingly. In planning for Foothill Boulevard, the local cities will need to work together so additional traffic is not encouraged in one area that will adversely cause congestion in another area.

2-4

Mills Avenue

Proposed Truck Route on Mills Avenue

Issue - On page 10 of the circulation element, Mills Avenue from Holt Avenue to the city limits north of Moreno Street is listed as a "Unrestricted Street" for truck traffic. Mills Avenue north of Moreno Street, however, is a narrow two lane residential street that runs through the Russian Village, a historic district listed on the National Register. Therefore, it is not appropriate for truck traffic.

Recommendation - Revise the circulation element to remove the length of Mills Avenue north of Moreno Street as a "Unrestricted Street" for any vehicle that exceeds a maximum gross weight of ten thousand pounds. Include this length of street as a "Restricted Street, " and post the street as "not a truck route." This would be consistent with your transportation policy CI-1.1.3. Trucks are already restricted on Mills Avenue south of Arrow Highway in Claremont.

2-5

Traffic Calming Improvements on Mills Avenue

Issue - Several traffic-calming improvements have recently been made to Mills Avenue between Moreno Street and Arrow Highway. This length of the street goes through the historical district of Russian Village where there is very limited right-of-way, but sidewalks, bike lanes, small medians and stops signs were added in an attempt to slow traffic speeds, and to discourage through traffic.

Recommendation - Add a discussion of these traffic calming improvements along Mills Avenue to your circulation element.

2-6

Increased Traffic on Arrow Highway

Issue - Arrow Highway between Claremont Boulevard and Monte Vista Avenue currently has almost the highest daily traffic volume of any roadway segment within the entire Montclair planning area (27,000 vehicles,), and it can be expected to have a significant increase in traffic as a result of the 8,348 new jobs in the vicinity of Montclair Plaza. The Monte Vista Avenue and Arrow Highway intersection currently operates at a level of service of D, and in 2015 with existing geometry and funded improvements, it is projected in your traffic analysis to operate at a level of service F with a volume to capacity ratio greater than 1.0. To address this problem and improve the level of service at this intersection, an eastbound right turn lane on Arrow Highway at Monte Vista Avenue is proposed. Because of this future problem that has been identified at Monte Vista Avenue and Arrow Highway intersection, we are concerned about the impact that the additional traffic will have on the intersection at Claremont Boulevard and Arrow Highway.

Recommendation - As part of the traffic analysis, include a 2015 conditions intersection analysis of the Claremont Boulevard and Arrow Highway Intersection as we believe that it too may be significantly impacted by increased traffic volumes on Arrow Highway. Added mitigation for this measure should also be included as shown as warranted by the analysis.

Improvements to Route 30 Freeway Ramps at Monte Vista Avenue

Location of Ramps

Issue - The CMP Traffic Impact Analysis shows the Route #30 freeway ramps on Monte Vista Avenue and lists improvements that will be made to the ramps. These ramps have been redesigned and relocated eastward to a location on Base Line Road half way between Monte Vista Avenue and Benson Avenue. The amount of additional traffic created by the additional development planned and new jobs created (estimated to increase by up to fifty percent in the vicinity of Montclair Plaza) will have a larger impact on the Monte Vista Avenue and Base Line Road intersection than has been assumed in the traffic analysis. There will be more eastbound right turns from Monte Vista to Base Line Road and more southbound left turns from Base Line Road onto Monte Vista Avenue.

2-8

Recommendation - Note the change in the location of the ramps and conduct an analysis of the projected impacts to the Base Line Road and Monte Vista Avenue intersection, and evaluate the adequacy of the proposed improvements to the freeway ramps listed on Page 5-3.

Responsible Agency, Timeframe and Funding of Ramp Improvements

Issue - There is no responsible agency given or timeframe provided for the necessary improvements to the freeway ramps. Because these improvements are necessary to mitigate the impacts identified in the Traffic Impact Analysis, there needs to be an agreement with the City of Claremont and Caltrans as to who will fund these improvements. On page 6-9 of the draft EIR, it is reported that there will be separate "fair-share" cost contributions from new development projects in Montclair for these intersections and freeway segment improvements.

2-9

Recommendation - Provide a discussion of the timeframe for these improvements and the agency(s) that will be responsible for funding these improvements. This discussion should address how the "fair share" costs contributions will be used for this project.

Name of Freeway

Issue - The freeway is now an extension of the 210 Freeway, and is no longer referred to as Route 30 freeway.

2-10

Recommendation - Note the change of name to the 210 Freeway.

CULTURAL RESOURCES

Russian Village

Issue - The Existing Setting Report mentions that there are no sites within the study area listed on the State or Federal Register of Historic Places. This is incorrect. All of the Russian Village (which includes some properties within the City of Montclair) is listed as a historic district on the National Register of Historic Places.

2-11

This historic district includes the properties of north of Moreno Avenue about 520 feet. The district is comprised of 15 homes, either built by Konstany Stys or inspired by him, and are built of native fieldstone and rubble from broken-up concrete pavement slabs, roofed with tile and linked by low stone fences with iron gates. They are representative of a category of building call "folk architecture." The date that the district was placed on the National Register was December 28, 1978.

2-11

Recommendation - Amend the Existing Setting Report, General Plan Update, and the EIR to include mention that the homes in the Russian Village are already listed on the National Register.

Arbol Verde Neighborhood

Issue - The homes on Huntington Drive were part of the larger Arbol Verde neighborhood, a historical district listed on Claremont's local register. The individuality of each building in Arbol Verde District is not as important as the contribution each building makes as a component of a distinct neighborhood that played an important part in local history. The homes on Huntington Drive became separated from the rest of neighborhood only after the construction of Claremont Boulevard which was built through the middle of the neighborhood.

2-12

Recommendation - Include in the discussion of cultural resources that the homes on Huntington Drive are part of the historic Arbol Verde neighborhood.

COMMERCIAL/NOISE

Issue - On Page 3-18 of the Existing Setting Report, an excessive noise impact is identified with the industrial asphalt plant on Richton Street.

2-13

Recommendation - We would like this noise to be monitored to insure that it does not adversely effect Claremont residents in Arbol Verde.

GROWTH INDUCEMENT

Issue - In a summary chart on Page 2-37 of the draft EIR, a statement is made that the General Plan lowers the number of jobs throughout the planning area. This does not appear to be consistent with the estimate provided elsewhere in the document that there will be 8,348 new jobs created (a 50 percent increase.) We believe that the projected increase in new jobs, primarily in the area around the Montclair Plaza, will have a significant growth inducement effect, and that this could have an impact on cities in eastern Los Angeles County. Also on Page 4-2 of the draft EIR, a statement is made that information germane to San Bernardino, and not SCAG, as a whole, constitutes an appropriate basis to assess localized changes in population and employment opportunities relative to cumulative growth anticipated within this subregional area. We would argue that information from the eastern portion of Los Angeles County (including Claremont and Pomona) should also be considered.

2-14

Recommendation - Include information from the adjacent cities in Los Angeles County as part of your growth inducement analysis.

2-14

RELATED PROJECTS AND CUMULATIVE IMPACTS

Issue - The EIR is not consistent in the determination of cumulative impacts. In Section 2.4.3 the only cumulative impacts listed are in the area of air quality and solid waste. However, in Comparative Evaluation of Project Alternatives on page 6-12 of the EIR, cumulative impacts are listed for transportation and air quality but not for solid waste. We believe that with the number of new jobs that are projected within Montclair's planning area, in combination with all the other development occurring in eastern Los Angeles County as well as western San Bernardino County, there are cumulative impacts in air quality, solid waste, and transportation. We also believe that there may be cumulative impacts in other issue areas such as population and housing, water resources, and open space and recreation, and that these impacts could affect other cities within the region.

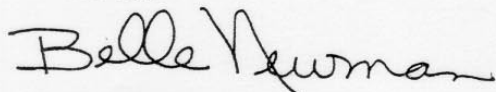
2-15

Recommendation - Correct the inconsistencies regarding cumulative impacts, and include a discussion of the cumulative impacts related to population and housing, water resources, and open space and recreation as part of the analysis of cumulative impacts.

We are very appreciative of your expressed desire to work cooperatively with us in resolving our concerns. We agree that we should work together to develop common solutions to issues confronting both communities. We would like to do this prior to any final determination on the Draft EIR and General Plan Update. If you have questions about or want to discuss further our concerns, please call me at (909) 399-5485 or the City Engineer, Craig Bradshaw at (909) 399-5465.

2-16

Sincerely,

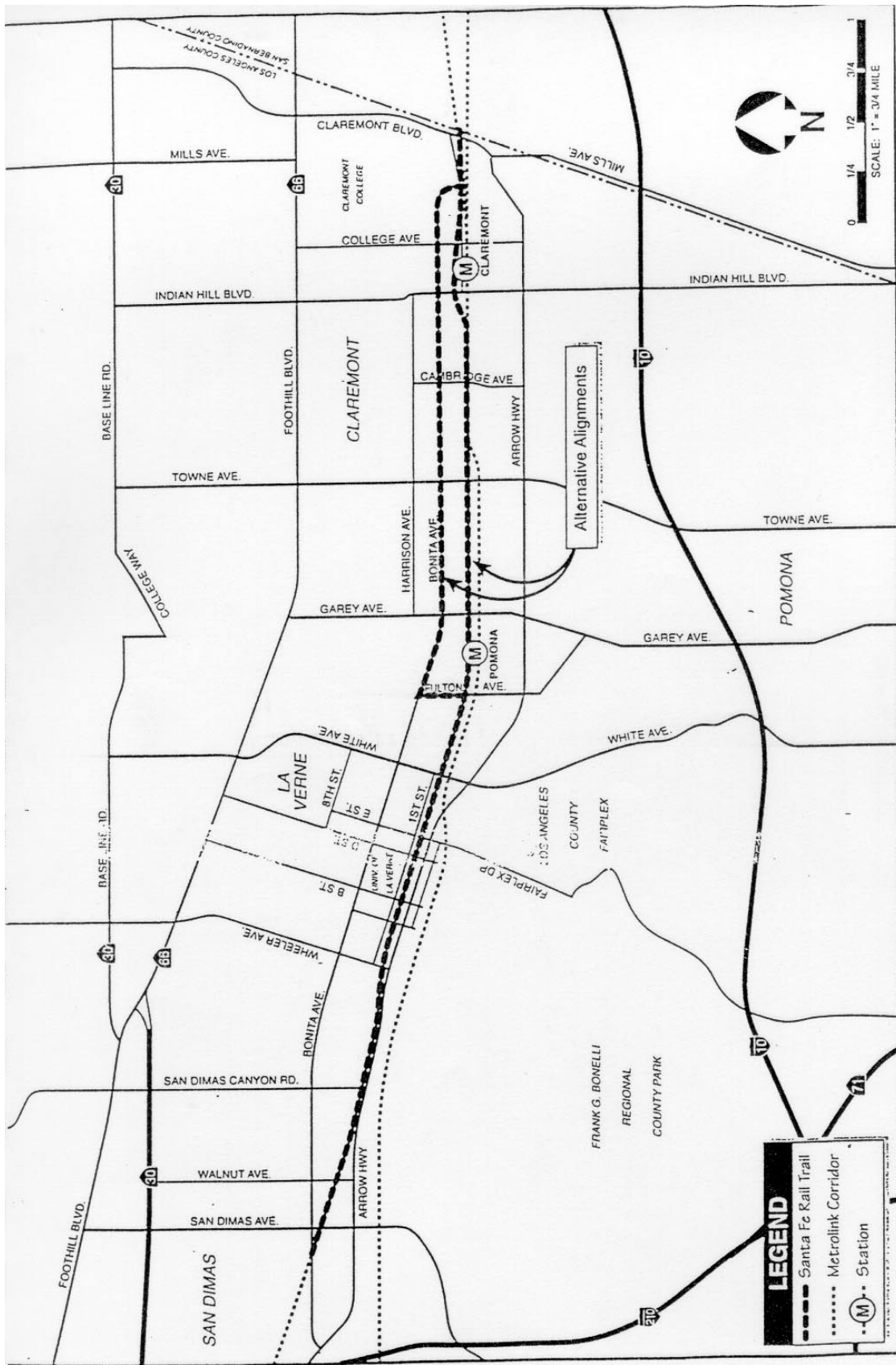


Belle Newman
Senior Planner

Attachments

c: Glenn Southard, City Manager
Anthony Witt, Community Development Director
Lisa Prasse, City Planner
Craig Bradshaw, City Engineer
Lee C. McDougal, City Manager, City of Montclair,
Robert Clark, Director of Community Development, City of Montclair

BN/MONTCLAIR/LTRO51899



STUDY AREA

Santa Fe Rail Trail

FIGURE 1

Historical Association

has eye on R.C. land

By Krystn Shrive
Daily Bulletin

RANCHO CUCAMONGA — The Alta Loma packinghouse property is the apple of the eye of a Los Angeles-based historical group.

The Electric Railway Historical Association has visions of a coffeehouse, a display gallery, an archive for storing old records and eventually trolley cars on the abandoned railroad tracks.

John Heller, vice president of the association, which was started by a group of teenagers in the 1950s, discussed the proposal Monday with the city's trails subcommittee.

The city plans to demolish the Amethyst Avenue packinghouse at the end of the year, having decided the four buildings on the property are unsafe.

Principal Planner Larry Henderson said that although demolition plans aren't set, leveling the property could cost up to \$1.5 million.

The Redevelopment Agency bought the land in 1991 for \$875,000. Heller's hope is that the city will turn over the pack-

Rails to trails

This is the route of an abandoned rail line that crossed the Inland Valley. The Electric Railway Historical Association of Southern California has proposed to take over responsibility of the Alta Loma packing house on Amethyst Avenue and use it as a place to archive its records. It is also hoping to turn the 7.5 miles of track in Rancho Cucamonga into a walking, bicycle and trolley path.



Chris Marich Daily Bulletin

inghouse property to his association, which has plans to renovate it over a five-year period.

"Basically you're asking for a free building, and with your sweat equity, you will improve it; that's your main goal?" City Manager Jack Lam asked Heller.

The plan includes turning one of the four buildings on the 4.2-acre property into a place to store archives. The other buildings would be transformed into a coffee house, a gallery to display old trolley cars and housing for senior citizens.

"There are a bunch of interesting buildings on this block of land, and it could all be rehabilitated," Heller said.

"But we don't have any collateral; you would have to take us at our word."

The air line, once known as the "R of Car" line, is owned by the San Bernardino Associated

Governments. The strip is about 20 miles long and varies in width from 50 to 100 feet. The portion in Rancho Cucamonga spans about 7.5 miles.

The association has pledged that within three months, through volunteer efforts, it will clean the packinghouse, repair windows, sandblast the exterior and put in lighting, landscaping and signs. Within six months it has proposed to open a coffeehouse and display gallery.

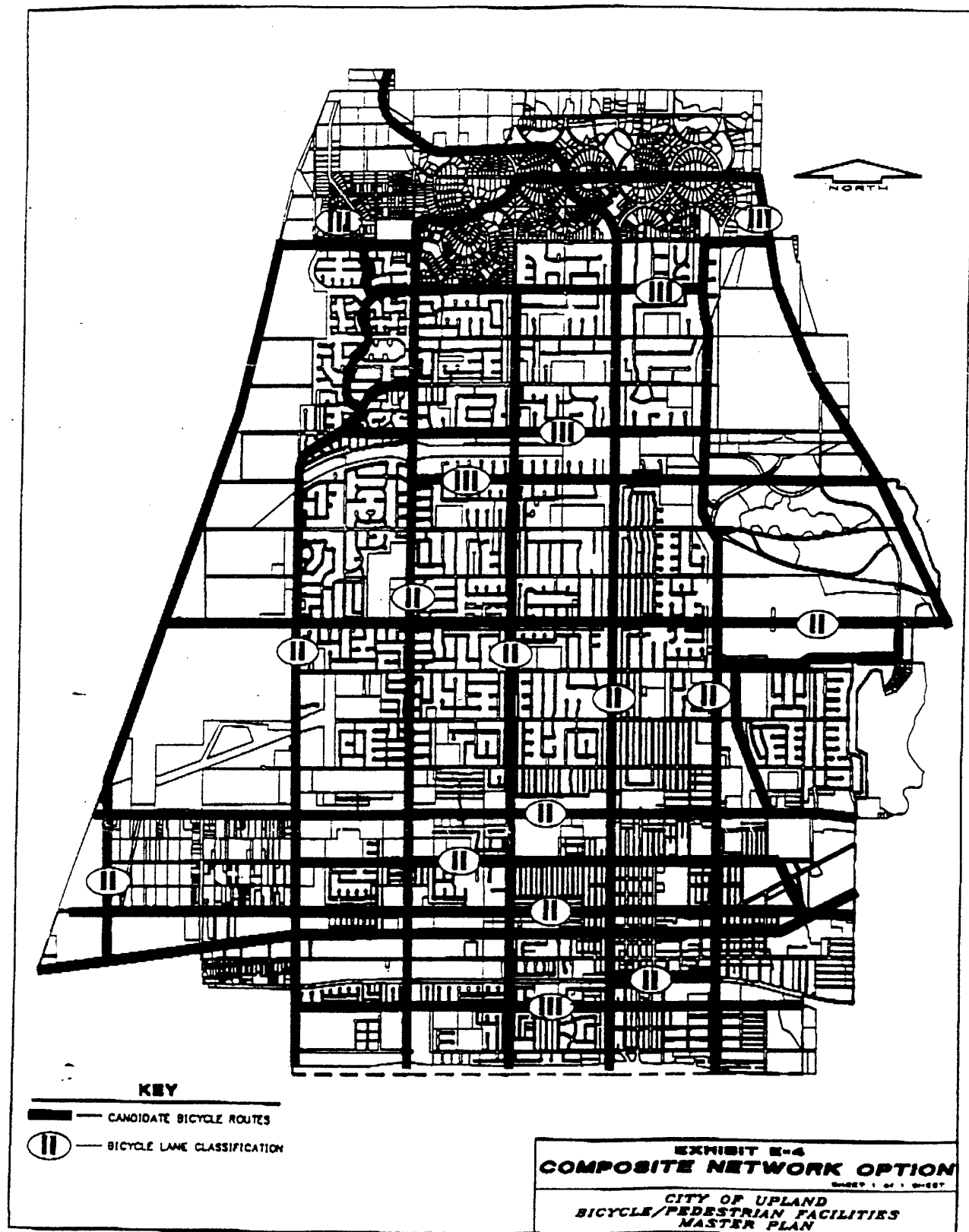
Heller estimated in the financial portion of his proposal that the trolley line would cost \$109 million. He estimated the project would bring the city a yearly income of more than \$44 million — a figure which exceeds its annual operating

budget by about \$10 million.

Mayor Bill Alexander and Mayor Pro Tem Diane Williams, members of the trails subcommittee, said that although they are interested in historical preservation, funding will be difficult to find. They told Heller he must come up with funding sources before they would consider the plan.

"If I put something like this before the building of an aquatic center, which we've been promising for a while, I wouldn't be able to go to the grocery store for months," Williams said.

"The idea is great because all that's back there right now are old mattresses and dead cats, but we don't stand a chance in a million to get any money."



FINDINGS OF FACT

&

**STATEMENT OF
OVERRIDING CONSIDERATIONS**

1.0 INTRODUCTION

1.1 Findings of Fact

The California Environmental Quality Act, as amended (CEQA), codified in Section 21000 et. seq. of the Public Resources Code, and the "Guidelines for the Implementation of the California Environmental Quality Act" (Guidelines), codified in Section 15000 et. seq. in Title 14 of the California Code of Regulations (CCR), identify specific disclosure and outreach obligations for the processing of discretionary actions subject to those statutory and regulatory requirements.

When a Lead Agency, defined as the public agency with the primary responsibility for carrying out or approving a project subject to CEQA, has prepared an environmental impact report (EIR) addressing the potential environmental implications of that action, the Lead Agency shall adopt specific findings when the EIR identifies one or more significant environmental effects resulting from the approval or conditional approval of that pending action or activity. Additionally, when a Responsible Agency, defined as another public agency other than the Lead Agency from whom later discretionary approvals are required, or a Trustee Agency, defined as a State agency having jurisdiction by law over the natural resources affected by a project that are held in trust for the people of the State, is later required to approve any aspect of a project for which an EIR has been prepared, that agency is required to adopt specific findings.

As identified in Section 15091 of the Guidelines, the findings available to Lead, Responsible, and Trustee Agencies include the determination that:

(1) Changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1);

(2) Changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that agency (Finding No. 2); and

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR (Finding No. 3).

Additional policies govern the adoption of these findings. When making Finding No. 1, the agency making the finding shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen the project's significant environmental effect. Finding No. 2 shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. Relative to Finding No. 3, the agency making the finding shall describe the specific reasons for rejecting the identified measure or alternative. All findings must be supported by substantial evidence in the project's administrative record.

CEQA acknowledges that agencies must seek to balance a variety of competing economic, social, legal, social, technological, and other interests against a project's unavoidable environmental risks when determining whether or how to approve a pending project. As further required under Section 15093 of the Guidelines, when the Lead Agency approves a project which will result in the occurrence of significant environmental effects, as identified in the EIR but which are not avoided or substantially lessened therein, the agency shall state in writing the specific reasons to support its actions based on information presented in the EIR and/or other information in the project's administrative record.

On June 21, 1999, the City Council of the City of Montclair (City or Lead Agency) certified the "Final Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (Final PEIR) for the "1999 City of Montclair General Plan" (1999 General Plan). The 1999 General Plan represents a comprehensive update to the City's then existing "1983 City of Montclair General Plan" (1983 General Plan), which itself included an update of the Housing Element, adopted by the City Council in 1990 (1990 Housing Element).

These "Findings and Facts in Support of Findings Regarding the Final Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (Findings), set forth the environmental basis for those discretionary actions to be undertaken by the Lead Agency and other Responsible and Trustee Agencies for implementation of those goals, objectives, policies, plans, and programs identified therein or required thereunder, inclusive of all development, redevelopment, and capital improvement activities contemplated therein.

1.2 Format

These Findings have been divided into a number of seven sections:

- (1) "Introduction" presents an introduction to these Findings;
- (2) "Project History" presents a summary of those activities and events that have preceded the consideration of these Findings by the City Council;
- (3) "Project Summary" provides a brief summary of the 1999 General Plan;
- (4) "Less-than-Significant Environmental Effects" sets forth the Lead Agency's findings that specific environmental effects will not manifest at a significant level either as a result of the lack of application of those effects or the absence of any substantial evidence that a significant or potentially

significant impact will result therefrom;

(5) "Effects that Cannot Be Mitigated to a Less-than-Significant Level" presents the factual evidence supporting the City's findings that those significant or potentially significant environmental effects identified in the Final PEIR have been reduced below a level of significance through revisions to the project identified prior to the release of the EIR;

(6) "Findings Regarding the Mitigation Reporting and Monitoring Program" sets forth findings regarding the "Mitigation Reporting and Monitoring Program" (MRMP); and

(7) "Findings Regarding a Statement of Overriding Considerations" presents the Lead Agency's findings supporting the adoption of the 1999 General Plan despite the continuing presence of significant or potentially significant effects on the environment that cannot be avoided or substantially lessened to a less-than-significant level.

1.3 Custodian and Location of Records

The documents and other materials constituting the administrative record for the City's actions concerning the 1999 General Plan are located at the City of Montclair Community Development Department (Department) at 5111 Benito Street, Montclair, California 91763. The custodian of record for the 1999 General Plan is Jim S. Lai, Associate Planner with the Department.

2.0 PROJECT HISTORY

2.1 Scoping Opportunities

Section 65300 et seq. of the California Government Code (CGC) mandates that each city and county prepare a general plan to guide the future physical development of the city or county and for any additional lands outside its boundaries which, in the agency's judgment, bears a relationship to its local planning efforts. Once adopted,

local agencies are authorized to amend the general plan or any element thereof as frequently as may be required to ensure that the document adequately reflects local conditions and current public policies. By statute, the Housing Element must be updated every five years.

In 1997, the City commenced a comprehensive planning and environmental review process for the purpose of updating the following documents: (1) the 1983 General Plan, including the 1990 Housing Element; (2) any revisions to Title 9 (Planning and Zoning) of the "City of Montclair Municipal Code" (Municipal Code) that may be required in response thereto; (3) revisions to the "Redevelopment Plans for Project Area Nos. I-V" (Redevelopment Plans) that may result therefrom; and (4) revisions to those specific plans previously adopted by the City, as may be required to ensure consistency between those documents and the 1999 General Plan.

In order to assist the Department in the preparation of the draft 1999 General Plan, the City Council established and appointed the General Plan Citizen Advisory Committee (GPCAC) who conducted a series of six noticed workshops addressing various components of the draft 1999 General Plan. Information from the GPCAC was subsequently incorporated into the draft document transmitted to the Planning Commission. Noticed public hearing were subsequently held by the Planning Commission on April 26 and May 10, 1999. After receipt of public testimony and their own deliberations, formal recommendations were adopted by the Planning Commission and forwarded to the City Council. Separate public hearings were subsequently held by the City Council on June 7 and 21, 1999 during which the City Council solicited additional public input concerning the 1999 General Plan and its accompanying EIR.

Following the Lead Agency's election to integrate the EIR into the 1999 General Plan,

the Lead Agency prepared and disseminated a "Notice of Preparation" (NOP) on October 28, 1999 declaring the City's intent to prepare a program-level EIR for the proposed update to the 1983 General Plan. The NOP was published in a newspaper of general circulation and disseminated (via certified mail) to a number of public agencies, special districts, utility providers, and others. Receipt of the NOP by the Governor's Office of Planning and Research, in that agency's role as State Clearinghouse (SCH), started a 30-day precirculation comment period on the EIR.

Following completion of the "Draft Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (Draft PEIR), the Lead Agency prepared and disseminated a "Notice of Completion" (NOC). The NOC was published in a newspaper of general circulation and copies of that notice provided (via certified mail) to agencies, organizations, and individuals on the project's distribution list. Receipt of the NOC was acknowledged by the SCH on April 26, 1999. Receipt of the NOC and eleven copies of the Draft PEIR by the SCH commenced a 45-day review period that concluded on June 10, 1999.

Prior to the close of the comment period established in the NOC, a number of written comments were received by the Lead Agency concerning the information and analysis presented in the Draft PEIR. Draft responses to each of those written comments were included in the Lead Agency's "Response to Comments on the Draft Program Environmental Impact Report for the City of Montclair General Plan Update, SCH No. 98111001" (RTC). The Draft PEIR and the RTC collectively constitute the Final PEIR for the 1999 General Plan.

As required under Section 21092.5 of CEQA, at least ten days prior to certifying an EIR, the Lead Agency shall provide to each

public agency commenting on the EIR a copy of the Lead Agency's draft response to those comments. Copies of the RTC were provided to each commenting agency (via facsimile) on June 11, 1999, thereby providing the minimum ten-day notice required by statute.

2.2 Integration of the Final PEIR and 1999 General Plan

As indicated under Section 21003(a) of CEQA, local agencies shall integrate the requirements of CEQA with those planning and environmental review procedures otherwise required by law or local practice so that all those procedures, to the maximum feasible extent, run concurrently, rather than consecutively. As further indicated in Section 15004(b) of Guidelines, EIRs should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment.

In accordance with these provisions, the City commenced the environmental review of the 1999 General Plan concurrently with the preparation of that draft document. In that fashion, the City sought to fully integrate environmental considerations into that planning process, physically incorporate the EIR into the 1999 General Plan, seek efficiencies in the fulfillment of the Lead Agency's procedural obligations, and allow for the concurrent review of those documents.

As authorized under Section 15166 of the Guidelines, the requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan or element document, as the EIR and no separate EIR will be required if: (1) the general plan addresses all the points required to be in an EIR by Article 9 of the Guidelines, and (2) the document contains a special section or a cover sheet

identifying where the general plan document addresses each of the points required therein.

Section 15120 of the Guidelines states that EIRs shall contain the information outlined in Article 9, however, the format of the document may be varied. Each element must be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed. The EIR may be prepared as a separate document, as part of a general plan, or as part of a project report. In accordance with that authorization, the Lead Agency elected to integrate the EIR as a component part of the 1999 General Plan.

Because the EIR is structured as a component of the 1999 General Plan and since both documents were concurrently prepared, information developed through the environmental analysis (undertaken pursuant to CEQA and Guidelines) was integrated into the formulation of the 1999 General Plan (undertaken pursuant to the CGC and Governor's Office of Planning and Research's "General Plan Guidelines"). The identification of environmental impacts early in the planning process, when the planning document was still undergoing formulation, allowed the 1999 General Plan to respond to those identified impacts through the development of goals, objectives, policies, and programs designed to minimize or avoid the significant or potentially significant impacts of the plan's adoption and implementation. As a result, the 1999 General Plan was shaped by the environmental analysis that accompanied the plan's preparation.

Since goals, objectives, policies, and programs were incorporated into the 1999 General Plan as a result of the project's environmental review, no additional mitigation measures beyond those goals, objectives, policies, and programs were subsequently identified in the Draft PEIR or RTC. In reference to Finding No. 1 (i.e.,

changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment), "changes or alterations" have been made and "incorporated into the project" and not designated as separate mitigation measures or conditions of project approval. As a result, no separate "Mitigation Reporting and Monitoring Program," other than the annual report required pursuant to Section 65400(b) of the CGC, has been developed by the Lead Agency since no additional mitigation measures beyond those goals, objectives, policies, and programs contained in the 1999 General Plan have been identified that are independent of the project.

2.3 Component of the 1999 General Plan

In addition to the Draft PEIR and RTC (collectively the Final PEIR), the 1999 General Plan is comprised of the following additional components: (1) the "Existing Setting Report to the 1999 Montclair General Plan Update" (Existing Setting Report); and (2) the "Draft Montclair General Plan, 1999 Update," including the "Montclair General Plan Implementation Plan" (collectively the 1999 General Plan). The 1999 General Plan is more than a policy document, it is an implementation plan for the attainment of those goals, objectives, policies, and programs outlined therein. As a result, each of those actions and activities contemplated therein constitute integral components of the 1999 General Plan and are addressed, to the extent that the information is now known and available, in the Final PEIR.

3.0 PROJECT SUMMARY

3.1 Project Location

The City of Montclair is located in western San Bernardino County (County). The City is located approximately 35 miles east of downtown Los Angeles and 30 miles west of the San Bernardino County Civic Center.

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 the City on the north and east and the City of Ontario borders the City on the east. County unincorporated areas lie south of the City's corporate boundaries. Further to the south is the City of Chino. The geographic area addressed in the 1999 General Plan includes both the City's corporate area (5.21 square miles) and its Sphere of Influence (1.26 square miles).

3.2 Project Description

The project addressed in the Final PEIR constitutes a comprehensive update to the 1983 General Plan. In addition to those mandatory elements required under Section 65302 of the CGC, public agencies are afforded the opportunity to prepare other optional elements (as authorized under Section 65303 of the CGC) for inclusion therein. In accordance therewith, the 1999 General Plan includes the following mandatory and optional elements: (1) Land Use Element, as mandated under Section 65302(a) of the CGC; (2) Circulation Element, as mandated under Section 65302(b) of the CGC; (3) Housing Element, as mandated under Section 65302(c) of the CGC; (4) Community Design Element, an optional element; (5) Public Safety Element, as mandated under Section 65302(g) of the CGC; (6) Noise Element, as mandated under Section 65302(f) of the CGC; (7) Public Utilities and Facilities Element, an optional element; (8) Air Quality Element, an optional element; (9) Conservation Element, as mandated under Section 65302(d) of the CGC; and (10) Open Space Element, as mandated under Section 65302(e) of the CGC.

Based on the build-out projections contained in the Land Use Element, between the years 1999 and 2015, an estimated 379 new dwelling units and 2,087,000 square feet of retail and non-retail development will be

added to the City and its Sphere of Influence based on the land use and related policies contained in the 1999 General Plan. Infrastructure system improvements, repairs, and upgrades will be undertaken to accommodate those land uses.

3.3 Discretionary Actions and Approvals

The Final PEIR serves as the environmental basis for: (1) the City's adoption of the 1999 General Plan; (2) amendments, modifications, additions, and related changes to the City's Municipal Code, Redevelopment Plans, and specific plans as may be required to ensure internal consistency between those documents; and (3) the implementation and effectuation of those plans, policies, and programs presented therein or resulting therefrom.

Following adoption of the 1999 General Plan, additional discretionary actions that may be undertaken by the City or by other Responsible and Trustee Agencies include: (1) annexation of real property, including any related organizational changes as may be required to implement the 1999 General Plan; (2) adoption of new specific and master plans consistent therewith; (3) approval of tentative subdivision maps consistent with the land use policies; (4) issuance of conditional use permits, temporary use permits, and zoning variances consistent with the 1999 General Plan; (5) public acquisition and conveyance of real property for public purposes or in furtherance of identified public objectives; (6) execution of development and owner participation agreements; (7) improvements, repairs, upgrades, and extensions to infrastructure and utility systems; (8) implementation of capital improvement plans and programs; (9) expenditure of discretionary State and federal funds for eligible public and private activities; (10) issuance of grading and related permits and approvals; and (11) such other actions as

6 may be required to implement the goals,

objectives, policies, and programs outlined in the 1999 General Plan.

4.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS

4.1 Impacts Determined to be Less than Significant prior to the Release of the NOP

Prior to the release of the NOP, the following environmental factors were determined by the City not to manifest at a level of significance and, therefore, have not been further addressed in the Final PEIR. No specific findings accompany these impacts since each of the following effects were determined to manifest at a less-than-significant level prior to the commencement of the Draft PEIR and no subsequent evidence was identified by or provided to the Lead Agency indicating that the following effects would manifest at a level deemed to be significant.

4.1.1 Public Facilities

Potential Environmental Effect. Project implementation may increase existing demands upon County library services and systems.

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) The San Bernardino County Library is a special district with its own property tax rate and relies on growth in the assessed valuation to provide services.
- (2) The City is only a participant in the services provided by the San Bernardino County Library system. Based on that relationship, the City lacks a mechanism to effectuate significant changes to local library services within the community.
- (3) The City is not currently contemplating a modification to that established relationship and is not considering withdrawal from the County Library system.

4.1.2 Public Utilities

Potential Environmental Effect. Project implementation may increase existing demands upon electrical, natural gas, and communication services and systems.

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Electrical, natural gas, and communication services are provided by individual utility purveyors operating under the rules and regulations of the Public Utility Commission (PUC).
- (2) Electrical service in the City and its Sphere of Influence is provided by the Southern California Edison Company (SCE). Based on the relatively limited extent of anticipated development anticipated, the availability of existing distribution facilities within the general project area, and the fact that future development within the community has already been factored into the growth projections of SCE, future electrical service and any required system upgrades can be accommodated without generating any significant environmental impacts.
- (3) Natural gas service is provided to residential and non-residential consumers within the planning area by the Southern California Gas Company (SCG). Based on the relatively limited extent of anticipated development within the City and its Sphere of Influence, the availability of existing distribution facilities, and the fact that future development within the community has already been factored into the growth projections of SCG, future upgrades to existing natural gas services and systems can be provided without generating significant environmental impacts.
- (4) With deregulation, a number of different entities presently provide telephone service within the planning area. Based on the availability of existing services and systems, any upgrades required to accommodate projected demands can be provided without producing any significant environmental impacts.

4.1.3 Public Health and Safety

4.1.3.1 Seiche, Tsunami, and Volcanic Hazards

Potential Environmental Effect. When conducted in proximity to areas containing identifiable geotechnical hazards, new development and/or redevelopment activities can expose residents and works to hazards from seiche, tsunami, and volcanic.

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) The City is not located in an area containing known seiche, tsunami, and volcanic hazards, as identified on any local, State, or federal hazards map.
- (2) Since there exist no large bodies of water within the City, since the community is located a substantial distance from the Pacific Ocean, and since there exists no evidence of recent volcanic activities within the region, each of these environmental factors were eliminated from further review.

4.1.3.2 Unique Geologic and Physical Features

Potential Environmental Effect. Project implementation has the potential to impact areas containing unique geologic and/or physical features should such features exist in those areas where development or redevelopment activities are predicted to occur.

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) The topography within the planning area is typical of that characteristic of the Chino Basin.
- (2) There exists little, if any, topographic variation within the planning area. From the east to the west there is only minimal differences in elevation and only about a two percent slope fall to the south.
- (3) Within the planning area, there exist no

distinctive or unique geologic or physical features.

4.1.3.3 Electromagnetic Fields

Potential Environmental Effect. New construction activities may expose project area residents to any potential health risks associated with exposure to low-level electromagnetic fields.

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Based on detailed scientific studies on the subject of potential health risk effects of human exposure to electromagnetic fields (EMFs), scientific literature presents findings that are inconclusive relative to any causative linkages between exposure to EMFs and increased cancer or non-cancer risks.

4.1.4 Environmental Resources

4.1.4.1 Biological Resources

Potential Environmental Effect. Development and redevelopment activities have the potential to impact any sensitive biological resources that may exist in the general project area.

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) As indicated in the 1983 General Plan, "wildlife populations no longer exist in the study area due to the elimination of wildlife habitat."

(2) Both the City and its Sphere of Influence are highly urbanized and few undisturbed areas now exist within the planning area.

(3) The Department has been unable to identify any information indicating the presence or suspected presence of any protected plant or animal species or sensitive plant communities and habitats within the planning area that may be impacted by the proposed project.

4.1.4.2 Mineral Resources

Potential Environmental Effect. Project implementation may result in the forfeiture of any mineral resources that may exist upon the project site.

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Although sand and gravel operations have historically occurred within the City, mining activities have ceased and reactivation is deemed infeasible based on current technologies.

(2) As indicated in the 1983 General Plan, "sand and gravel operations have ceased due to the poor economic return realized from current operations" and "no plans currently exist for further mining activities within the study area."

(3) No portion of the planning area contains areas possessing regionally significant aggregate resources.

4.2 Impacts Determined to be Less than Significant in the Final PEIR

Based on the environmental analysis presented in the Final PEIR and the threshold criteria for significance presented therein, the Lead Agency has determined that the following environmental effects will clearly not manifest at a level deemed to be significant.

4.2.1 Land Use

4.2.1.1 Conversion of Vacant Land to an Urban Use

Potential Effect: Land use policies will encourage the elimination of 141 acres presently in agricultural use and the conversion of 233 acres of presently vacant property to an urban use.

Finding: The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate

or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Since incorporation, Montclair has transitioned from an agricultural to a highly urbanized area. Only minimal vestiges of lands in agricultural production remain within the planning area. The majority of the 177 acres of land devoted to an active agricultural use lie south of State Street within unincorporated County areas. Since no agricultural land use designation exists either in the 1983 General Plan or in the 1999 General Plan, these remaining areas will ultimately be developed in accordance with the City's adopted Land Use Plan.

(2) Much of the City and its Sphere of Influence have been developed and the amount of vacant or under-utilized property within the planning area is limited. Vacant properties within the City are presently estimated to total only about 233 acres. As with the 141 acres of remaining agricultural lands, these areas will undergo urbanization in accordance with the policies of the Land Use Plan.

(3) The continuing conversion of productive agricultural lands within the planning area to non-farm-related uses is indicative of a regional trend throughout western San Bernardino County as large blocks of land are removed from their Land Conservation Act of 1965 (Williamson Act) status.

(4) As agricultural areas diminish in size, as remaining vestiges become surrounded by urban uses, and as land values increase beyond the yields obtainable through continuing farm use, those areas will experience increased pressures to cease operations and convert to non-farm uses. The long-term retention of those remaining, fragmented farm operations now evident within the City, does not appear viable except through public intervention (e.g., agricultural zoning) or acquisition.

(5) The zoning of those areas solely for agricultural uses may both constitute "spot

zoning" and unfairly penalize those property owners that have elected to maintain ongoing farming activities upon those properties.

(6) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.2 New Development and Redevelopment Opportunities

Potential Effect. Land use policies authorize the development of an estimated 2.087 million square feet of non-residential use and 379 dwelling units.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Much of the proposed residential development is anticipated to occur within the City's Sphere of Influence, located generally south of State Street and north of Phillips Boulevard. Most of the anticipated retail and non-retail development and the corresponding generation of new employment opportunities (i.e., 2,527 new retail and 5,821 new non-retail jobs) will occur in the northern part of the City in the vicinity of Montclair Plaza.

(2) Backbone infrastructure systems are currently in place. System-wide and localized upgrades, repairs, and replacements may be required in response to specific development and redevelopment demands. All such repairs and improvements will, however, be performed prior to final approval.

(3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a

less-than-significant level.

4.2.1.3 Infrastructure and Utility Upgrades, Repairs, and Improvements

Potential Effect. Infrastructure improvements, system-wide and segment upgrades, repairs, and replacement of specific system components will be required to service existing and future development and redevelopment activities.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Pursuant to the requirements of Sections 65401 and 65402 of the CGC, all public works and related capital improvement activities that may occur within the planning area and any real property acquisition associated therewith shall be in conformity with the 1999 General Plan.
- (2) Although in compliance, these activities may produce short-term construction impacts (e.g., street closure). Those impacts will cease upon completion of those activities and are, therefore, considered to be less than significant.
- (3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.4 Land Use Conflicts

Potential Effect. Increased intensification of the planning area has the potential to introduce new and exacerbate existing conflicts between residential and non-residential land uses.

Finding. The Lead Agency hereby finds that changes or alterations have been required or

incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) As additional retail and non-retail development occurs in the vicinity of Montclair Plaza, that area will increase its regional draw as a major commercial hub. Since a significant portion of that area located north of the I-10 Freeway is identified in the 1999 General Plan for commercial, office-related, and industrial uses, only minimal land use conflicts between residential and non-residential uses would be predicted to occur.
- (2) Potentials for land use conflicts, if any, would only be predicted to occur in those areas where different adjoining land use districts place residential or other sensitive receptors (e.g., schools, churches) in close proximity to those industrial or manufacturing uses that produce operational impacts that extend beyond individual property boundaries.
- (3) Reasonable and feasible design (e.g., sound barriers and landscaped setbacks) and permit conditions (e.g., operational restrictions and performance standards) have been demonstrated to be an effective means of reducing or avoiding potential conflicts associated with the distinct operational characteristics and needs of various land uses.
- (4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.5 Commercial Rehabilitation

Potential Effect. In order to maintain the viability and competitiveness of commercial areas, public and privately sponsored commercial rehabilitation activities will be required.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) In order to preserve and enhance existing commercial areas located along Mission Boulevard and Central Avenue, as well as other commercial areas located throughout the planning area, the City may implemented a façade renovation program along select streets. This program seeks to improve and/or update the general appearance of those areas, arrest decay associated with deferred maintenance, attract new tenants, and enhance both the marketability and the desirability of those areas.
- (2) Non-residential rehabilitation activities serve to promote the retention, stabilization, and/or expansion of viable commercial activities, enhance the visual character of those areas, replace out-dated or incompatible design elements, and respond to any infrastructure or related constraints that serve as disincentives to the improvement of those areas.
- (3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.6 Annexation and Reorganization Activities

Potential Effect. Annexation and reorganization activities will result in changes to jurisdiction boundaries, service areas, and providers.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) During the planning period, those properties located in the Sphere of Influence will or may be annexed into the City. These actions will result in a physical modification to the existing corporate boundaries of the City and produce a change in the governmental jurisdiction, service providers, and/or utility purveyors for those affected properties. All such activities are subject to separate review and approval by the San Bernardino County Local Agency Formation Commission (LAFCO), tasked with the obligation to ensure that such annexation and reorganizational activities occur in conformance with acceptable standards, sound planning principles, and appropriate economic considerations.
- (2) In assessing pending applications, LAFCO considers the availability of adequate infrastructure to accommodate the demands of the area or areas under consideration and seeks to determine which agency is best able to provide those needed services and systems.
- (3) LAFCO previously considered a formal request from the City for the inclusion of specific unincorporated areas into its Sphere of Influence. LAFCO has formally endorsed the City's inclusion of those Sphere of Influence areas identified in the 1999 General Plan.
- (4) Annexation of the Sphere of Influence area will provide beneficial environmental impacts relative to enhanced access to community services and better representation before the agency's planning and decision-making bodies.
- (5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.7 Preparation, Adoption, and Modification of Specific Plans

Potential Effect. Existing specific plans **11**

will be modified in response to market and other factors and new specific plans will be formulated in response to identified area demands.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) In furtherance of its general plan policies, the City is authorized under Section 65450 et seq. of the CGC to prepare, adopt, and amend specific plans. Specific plans are prepared for "the systematic implementation of the general plan for all or part of the area covered by the general plan." As required thereunder, all specific plans must be consistent with the higher level policies contained in the 1999 General Plan.

(2) As further required under Section 65455 of the CGC, no public works project, no tentative subdivision map, and no zoning ordinances shall be approved for those areas covered under a specific plan unless such actions and activities are consistent with the specific plan and, therefore, consistent with the general plan. As a result, the adoption, amendment, and implementation of specific plans within the City will be consistent with and further the attainment of the goals, plans, and policies adopted by the City and contained in the 1999 General Plan.

(3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.8 Residential Rehabilitation

Potential Effect. As the City's housing inventory continues to age, increased emphasis on publicly and privately sponsored residential rehabilitation will be

required to maintain quality standards.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) The City has implemented an aggressive program to address blighting influences within single-family and multi-family residential areas, establishing implementation programs for a number of "foundation areas" within the City.

(2) Residential rehabilitation efforts produce many similar environmental and socioeconomic benefits to the community. Those efforts contribute to the stability of existing residential neighborhoods, facilitate the attainment of the City's affordable housing objectives, and address health and safety concerns that would not exist in the absence of those efforts.

(3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.1.9 Displacement of Existing Housing Opportunities

Potential Effect. Project area intensification will result in the displacement of a limited number of existing units.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Significant demands for new housing exist throughout the Inland Empire. As indicated in the Southern California

Association of Governments (SCAG) "Regional Comprehensive Plan and Guide," by the year 2010, the population in the entire SCAG region is expected to be 20.5 million or six million more than in 1990. While 18 percent of the region's population lives in the Inland Empire, it will account for nearly 40 percent of the growth over that period. Increasingly, in the years ahead, population and jobs will migrate to inland areas, drawn by housing, space and cost considerations.

(2) Proposed revisions to existing land use policies will result in new housing production and have the potential to result in the displacement of existing land uses as those areas transition to a higher-intensity residential use. These activities have the potential to result in the demolition of a limited number of existing residential units and the displacement of their current occupants.

(3) While displacement may occur throughout the planning area, the majority of these activities are predicted within the Sphere of Influence area. In those areas, lower-density residential areas have been redesignated to accommodate a greater number of single-family units.

(4) As a result, displacement will be offset by an incremental increase in the number of housing units throughout the community.

(5) Growth predicted to occur within the planning area will result in a net increase of an estimated 379 units to the City's housing inventory.

(6) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.2 Circulation

4.2.2.1 Improvements to Vehicular Circulation System

Potential Effect. Improvements to roadway segments and intersections will be required in order to respond to projected increases in traffic volumes along the City's arterial street

system.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Implementation of the 1999 General Plan will not result in any major revisions to the master plan of arterial highways as presented in the 1983 General Plan and as illustrated in the "County of San Bernardino General Plan" Roadway Classifications Map.

(2) Improvements to the City's street system, in most instances to full street standards, will occur over time as adjoining properties are developed or substantially improved or as public funds are made available for those improvements.

(3) Development and redevelopment activities affecting the "San Bernardino County Congestion Management Program" (CMP) network shall seek to increase traffic flow and avoid the creation of design constraints that could adversely impact traffic conditions along those roadways.

(4) Based on an analysis of horizon year (2015 conditions) and based on existing roadway geometrics and funded improvements, the CMP traffic impact analysis (TIA) concluded that a number of intersections would operate at LOS "E" or "F" conditions. At build-out, the following intersections are deemed to be deficient in accordance to the criteria established under the General Plan Update. Those intersections include: (1) Monte Vista Avenue at (a) State Route (SR) 30 Freeway eastbound ramps, (b) Foothill Boulevard, and (c) Arrow Highway; (2) Central Avenue at (a) Foothill Boulevard, (b) Moreno Street, (c) SR-60 Freeway eastbound ramps, and (d) Riverside Drive; and (3) Euclid Avenue at Mission Boulevard. Each of these intersections were examined to determine whether feasible improvements could be

identified which, if implemented, would reduce improve level of service conditions to within acceptable standards. For each of the intersections identified, improvement plans have been formulated and will result in the attainment of LOS "D" or better conditions during the peak hours.

(5) In addition to those segments already identified in the CMP for 2015 conditions, three additional freeway segments were found to operate at an unacceptable level of service without further improvements. Requisite improvements required to produce LOS "E" or better conditions along these segments were identified in the CMP TIA.

(6) In conformity with CMP requirements, based on the proportion of growth-related peak hour traffic contributed to the improvement location relative to the total new peak hour traffic volume, City growth "fair-share" contributions were calculated for CMP horizon year (2015) improvement locations. Separate "fair-share" cost contributions for both intersections and freeway segments have been identified. These costs can be funded either by the Lead Agency, by its redevelopment agency, or by individual project proponents as future projects come on line.

(7) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

(1) One or more grade separations will be constructed along those roadways where select streets cross the existing east-west rail lines at grade. Along the Union Pacific Railroad line, grade separations will or may be constructed along Ramona, Monte Vista, and Benson Avenues. Along the Southern California Rail Authority (SCRA) tracks, a grade separation crossing will or may be constructed at Central Avenue.

(2) By eliminating existing conflicts, traffic flow will be enhanced. Increasing traffic flow translates to increased roadway capacity, allowing more vehicles to travel along a given roadway segment than would otherwise be possible in the absence of those improvements. Improved mobility also translates into an incremental reduction in mobile source emissions generated by those vehicles and furthers regional air quality objectives through reductions in carbon monoxide loading along highly congested roadways.

(3) Any acquisition or related efforts required for these improvements will be undertaken in accordance with the established procedures of the City. Compliance with those procedures will reduce or avoid any impacts to affected properties.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.2.2 Railroad Grade Separation Improvements

Potential Effect. Railroad grade separations will be undertaken to increase traffic flow and reduce conflicts.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

4.2.2.3 Improvements to Non-Vehicular Circulation System

Potential Effect. Improvements to the non-vehicular circulation system will be instituted to improve mobility.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Many of the existing residential areas within the planning area presently lack adequate sidewalks and curbs and gutters. In other areas, although these improvements are in place, repairs and improvements to these facilities are required, including curb cuts to comply with Americans with Disabilities Act (ADA) requirements.

(2) In recognition of increased bicycle ridership, improvements to the City bicycle and trail system will occur over time, including the establishment of new routes and improvement of existing routes within the City. These improvements shall promote enhance rider safety and promote increased bicycle use.

(3) Improvements that enhance or facilitate non-vehicular transportation will beneficially impact traffic congestion along local streets, reduce reliance upon automobile ownership as the sole means of mobility, and contribute to regional air quality objectives.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.2.4 Public Transportation

Potential Effect. As ridership demands increase, additional public transit routes, services, and improvements will be required in response to those demands.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Within the City and its planning area, a number of public transportation opportunities are currently available, including both commuter passenger rail service and an extensive regional bus system. Bus service in the general project area is presently

provided by Omnitrans (within San Bernardino County) and Foothill Transit (within Los Angeles County). Many of these existing bus routes either terminate or stop at Montclair Plaza and Montclair Transcenter where riders have access to Metrolink service providing regional accessibility to employment and housing centers located along that network.

(2) As demand for bus ridership increases, additional routes, expanded services, and associated improvements will be provided in response to those increased demands. Physical improvements may include the construction of bus shelters and bus turnouts and installation of additional signage.

(3) Increased public transit usage will expand access by City residents to employment and other resources and related services available throughout the region. Similarly, expanded transit systems increase regional access to local employment, commercial and recreational opportunities, and services available within the City. Increased use of public transit systems reduce dependency on private automobiles and have the potential to reduce congestion and mobile source emissions, producing both localized and regional benefits.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.3 Population and Housing

4.2.3.1 Population

Potential Effect. Population levels within the planning area are projected to increase by an estimated 1,285 individuals during the planning period.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) The resident population of the planning area is projected to increase from 38,412 individuals in 1998 to an estimated 39,697 individuals (or approximately 1,285 persons) by the year 2020. This population change result, in part, from the projected increase in the number of dwelling units during this planning period. However, other factors will also contribute to this population increase.
- (2) The projected population increase will impose additional demands on public services and facilities within the community.
- (3) The growth that is projected within the project's planning area is consistent with the projections formulated by SCAG.
- (4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.3.2 Household Size

Potential Effect. Household sizes will continue to increase in response to changing demographic and socioeconomic conditions.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Between 1980 and 1997, the average per unit population within the City increased from 3.1 individuals per household (in 1980) to approximately 3.39 individuals per household (in 1998). Even without the addition of new dwelling units, the community's population is projected to increase as the average per unit household size continues to increase.

- (2) Based on statistical changes between 1980 and 1990, the City has recorded a

significant decline in the percentage of non-Hispanic white individuals and a significant increase in residents of Hispanic origin. Should this trend continue, the average number of individuals per household may also continue to increase based on the household characteristics of different ethnic groups.

- (3) Units with more than one person per room are considered crowded by census standards. In southern California, the percentage of units classified as overcrowded increased from ten percent in 1980 to sixteen percent in 1990. In 1990, overcrowded conditions were noted in 27 percent of the City's households.

(4) These conditions may contribute to an increase in housing and/or building code violations that could contribute to a decline in the quality of the community's housing stock and predicate the need for increased public investment in housing rehabilitation efforts. Housing and building code violations are enforced through inspection services performed by the City.

- (5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.3.3 Household Income

Potential Effect. No significant change in the percent of residents classified as very low, low, or moderate income is noted, suggesting a relatively stable socioeconomic environment.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) The 1990 census indicated that 28.3 percent of the City's households were

categorized as "very low income" (defined as 50 percent or less than the median income), 11.3 percent were classified as "low income" (defined as 80 percent or below of the median income), and 20 percent were considered to be "moderate income" (defined as 120 percent or below of the median income) based on the definitions and criterion established by the United States Department of Housing and Urban Development (HUD) at that time.

(2) The 1980 census indicated that 45.3 percent of the City's residents were either very low or low income (as compared to 39.6 percent in 1990) and 24.3 percent were moderate income (as compared to 20 percent in 1990). Based on these comparisons, the socioeconomic conditions within the City appear relatively stable and, in fact, improved over the period analyzed.

(3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.3.4 Household Affordability

Potential Effect. A substantial percentage of the community's very low and low-income households are paying a disproportionately large share of their household incomes for shelter costs.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) California housing law requires that local agencies make adequate provisions, through housing rehabilitation and new construction efforts, to accommodate a regional "fair share" of low- and moderate-income households. SCAG determines each agency's allocation through the

formulation distribution of a "Regional Housing Needs Assessment" (RHNA).

(2) In 1990, the median price of housing in the City was estimated to be \$134,700 and the median contract rent was estimated to be \$613/month. A total of 68.2 percent of all very low-income households were determined to be paying a disproportional percent of their incomes for housing (i.e., over 30 percent).

(3) The 1990 census indicated a need for more affordable housing in the City.

(4) The City's Housing Improvement Task Force, in participation with a non-profit Neighborhood Partnership of Montclair, is actively involved in a homeowner program whereby distressed and foreclosed homes are purchased from HUD and other agencies and sold to low-income and moderate-income homebuyers.

(5) The City is an active participant in federal housing programs and utilizes those funds for a variety of eligible housing and community development activities.

(6) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.4 Community Design and Urban Form

4.2.4.1 Community Design

Potential Effect. Implementation of land use policies will result in the conversion of vacant and further intensification of undeveloped properties.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) From the perspective of projected development and redevelopment activities

authorized thereunder, the 1999 General Plan does not result in any substantial variation from the 1983 General Plan.

(2) Implementation of the 1999 General Plan will result in the continuance of a traditional land use patterns whereby commercial and other non-residential uses align the City's arterial roadway network, residential uses fill the areas between those roadways, neighborhood parks are interspersed throughout the residential areas, and industrial uses align the existing railroad lines that transect the City.

(3) Plans and policies contained in the 1999 General Plan seek to preserve and enhance the visual character of the community and ensure that all future development and redevelopment activities occur in a manner that complements and enhances that character.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.4.2 Landscape Enhancement

Potential Effect. Landscape improvements within the public right-of-way and within parking areas will enhance visual character and produce other beneficial environmental impacts.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Many of the major roadways within the community lack a distinct visual character that promotes a sense of identity for the City, enhances the driving experience, links the roadway to adjoining uses, or softens the urban edge between the automotive and non-automotive domains.

(2) Entry monuments, enhanced landscaping treatment, landscaped mediums, and adherence to the City's signage standards provide identity and visual character to the urban landscape. Additionally, many non-residential land uses allocate a substantial portion of their sites for off-street parking.

(3) The introduction of additional landscaping, including public efforts to assist private property owners enhance the visual appearance of their properties, will produce a beneficial visual impact, provide cooling effects against the "urban heat island," add oxygen into the environment, and filter out certain pollutants.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.4.3 Urban Form

Potential Effect Development and redevelopment activities within the planning area have the potential to substantially alter the physical form or character of the community.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) The City is already highly urbanized. Only approximately 233 acres of vacant property and 141 acres devoted to agricultural use remain within the 4,142-acre planning area. These areas, which represent 5.6 percent and 3.4 percent of the entire planning area respectively, will transition to an urban use.

(2) Most of the changes to the City's urban form relate to the intensification of existing under-developed properties through demolition and reconstruction or through

addition and modification to existing improvements.

(3) Annexation activities will alter and expand the geographic boundaries of the City. Those changes will constitute localized activities that, while altering the physical characteristics of affected parcels, will not substantially alter the existing urban form of the community.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.4.4 Physical Barriers

Potential Effect. The existing I-10 Freeway and railroad lines within the community serve to divide and isolate segments of the City.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) North-south access in Montclair is significantly restricted by the elevated I-10 Freeway which transects the City north of Palos Verdes Street. The I-10 Freeway physically divides the City into two distinct areas.

(2) Linkages between these areas are restricted to those arterial highways that cross beneath the freeway (i.e., Monte Vista, Central, and Benson Avenues) and non-vehicular access adjoining the San Antonio Wash. Congestion along these roadways serves to further restrict mobility between these two areas.

(3) To a lesser extent, the existing railroad line located north of State Street separates and divides the southerly portion of the site. Access opportunities north and south of that rail line are restricted to a limited number of

arterial highways (i.e., Ramona, Monte Vista, Central, and Benson Avenues) and non-vehicular access along San Antonio Wash.

(4) Since grade separations only exist at Central Avenue, rail operations can effectively curtain access between these areas. The construction of additional grade separated crossings would improve access between these subareas, improve traffic flows, and improve public safety through the elimination of potentially hazardous conditions.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.4.5 Reclamation Activities

Potential Effect. Reclamation of existing quarry sites will produced localized landform changes.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Reuse of existing quarry sites will occur in accordance with the provisions of the Surface Mining and Reclamation Act and local implementing ordinances.

(2) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.5 Public Facilities

4.2.5.1 Public Schools

Potential Effect. Increased development will increase student populations and exacerbate existing student capacity

limitations at existing school sites, requiring the expansion of existing or development of new facilities.

Finding. The Lead Agency hereby finds that: (1) changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1); and (2) changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that agency (Finding No. 2).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) The planning area is served both by the Ontario-Montclair School District (OMSD) and by the Chaffey Union High School District (CUSHD).

(2) Based on student projections by the OMSD and CUSHD for the 1997-1998 academic year, with the exception of a single elementary school (i.e., Buena Vista Elementary School), all seven operating elementary schools, both junior high schools, and Montclair High School are all operating over capacities.

(3) Between 1980 and 1998, the average household size in the City increased from 3.1 individuals to approximately 3.39 individuals per household. The further extrapolation of these trends, in combination with the construction of an additional 379 additional dwelling units, are projected to increase total student enrollment from 7,867 student during the 1997-1998 school year to approximately 8,615 students over the next five years. As early as the 1998-1999 academic year, all schools will be operating over capacity.

(4) The OMSD presently utilizes a student generation factor of 0.6 students per household. Based on this factor, an estimated 227 students will be added to that district as a direct result of the construction of an additional 379 new housing units during this planning period.

(5) Projected job growth within the City will encourage new household formation and reduce vacancy rates within the community. The creation of new households will add to existing student levels.

(6) All residential and non-residential development projects are obligated under State law to pay school fees to offset the impacts of those activities on local school districts. Since the maximum rate for those fees and any annual increased thereto have been capped, those fees may not be sufficient to cover the full cost of new students added to affected districts.

(7) Both the OMSD and the CUSHD have the authority and ability to acquire real property for the purpose of providing new or expanded school facilities. Both districts obtain funding from a variety of sources, including development fees. As a result, local school districts can act affirmatively to address their changing needs and facility requirements.

(8) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.5.2 Water

Potential Effect. Although localized improvements to existing delivery systems will be required, sufficient water resources are available to respond to projected area-wide demands.

Finding. The Lead Agency hereby finds that: (1) changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1); and (2) changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that agency (Finding No. 2).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) The Monte Vista Water District (MVWD) provides water service to the planning area, to other unincorporated areas lying between the Cities of Pomona, Chino, Chino Hills, and Ontario, and to portions of the City of Chino. Approximately 70 percent of the MVWD's water supply is extracted from the Chino Groundwater Basin through a number of operating groundwater wells. The remaining 30 percent of the district's water supply is comprised of imported water.

(2) Although water service is presently available to all properties within the City and its Sphere of Influence, many of those aging facilities may require repair or improvement over this planning period. The MVWD and not the City is responsible for the planning and implementation of those repairs and improvements.

(3) The service population within the district is currently 42,000 individuals and is projected to increase to approximately 69,650 individuals by the year 2010. In order to accommodate that increased demand, the MVWD has developed a 30-year facilities master plan and accompanying financial master plan to address the needs of the district's aging infrastructure system. In accordance therewith, the MVWD recently completed a major water pipeline replacement and relining project and is currently in the planning phase relative to both additional wells and a cross-district feeder.

(4) There presently exists a shortage of water resources available from the Chino Groundwater Basin to address projected regional demands. The expansion of the existing quantity and the maintenance of the existing quality of water within the Chino Groundwater Basin is critical to the MVWD's continuing efforts to provide water throughout its service area.

(5) It is anticipated that the MVWD will acquire pumping rights transferred from converted agricultural lands. These transfers are expected to increase the MVWD's safe yield pumping rights from 8,500 to about 10,000 acre feet per year over a 30-year time period.

(6) The MVWD has a 16.32 million gallon per day share of capacity in the Water Facilities Authority treatment plant, allowing for the importing of water from the State Water Project up to 18,300 acre feet per year.

(7) As a result of the MVWD's long-range planning efforts, sufficient water resources are available to accommodate the projected increase in water demands.

(8) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.5.3 Wastewater

Potential Effect. Assuming incremental development, all projected wastewater collection and treatment needs can be accommodated at existing or expanded facilities.

Finding. The Lead Agency hereby finds that: (1) changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1); and (2) changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that agency (Finding No. 2).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Throughout the planning area, wastewater is collected through a network of City lines that discharge to regional collection facilities owned and maintained by the Inland Empire Utilities Agency (IEUA). The IEUA's Westside Interceptor collection line transports the majority of the wastewater generated within the planning area to their Carbon Canyon Treatment Plant in the City of Chino. This regional facility has a design capacity of approximately 10-million gallons per day (mgd) and currently treats about 9.5 mgd. The remaining flows generated within

the City are transported to the IEUA's Regional Plant No. 1 in the City of Ontario.

(2) The IEUA operates a separate brine line for non-reclaimable industrial and other sewage from the Chino Basin into Los Angeles County for treatment.

(3) Projected increases in sewage flows originating from the planning area is estimated at 1,019,830 gallons per day for both projected residential and non-residential development and redevelopment activities within the planning area between the years 1999 and 2015. These increased flows can easily be rerouted to Regional Plant No. 1.

(4) The IEUA has indicated that, as long as development occurs incrementally throughout the planning period, all projected wastewater collection and treatment needs can be adequately accommodated at IEUA facilities. Localized improvements to existing systems and phased expansion of regional treatment facilities will, however, be required in response to those projected demands.

(5) Repairs and improvements to the wastewater collection and other infrastructure systems will result in short-term construction impacts along those alignments and at those facility locations. Those impacts may include short-term lane closure and disruption of ingress and egress opportunities to adjoining properties. The application of best construction practices has been demonstrated to effectively mitigate those impacts below a level of significance.

(6) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.5.4 Flood Control

Potential Effect. Master plan improvements will continue during the planning period and, when completed, will effectively respond to localized and area-wide storm water demands.

Finding. The Lead Agency hereby finds that: (1) changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1); and (2) changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that agency (Finding No. 2).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Those development and redevelopment activities authorized under the 1999 General Plan will result in the introduction of additional impervious surfaces in the planning area and diminish the amount of pervious areas where rain waters can permeate. Based on the highly urbanized nature of the planning area, the additional storm flows resulting therefrom will be minimal.

(2) Compliance with applicable National Pollutant Discharge Elimination System (NPDES) and associated permit requirements will minimize any associated water quality impacts resulting from new development and redevelopment activities.

(3) Storm water planning and management within the City and its Sphere of Influence are under the jurisdiction of the San Bernardino County Flood Control District (SBCFCD). In 1996, the SBCFCD prepared a comprehensive master plan encompassing most of the planning area and extending from San Antonio Creek on the west to the Cucamonga Creek Channel on the east. The resulting master plan presented a detailed response to the area-wide improvement needs required to safely and effectively convey storm waters from both the City and other up-flow areas.

(4) Although the majority of storm water improvements contained in the SBCFCD's master plan have been implemented, the remaining components of that plan will be constructed during this planning period. In addition, repairs and improvements to

existing facilities will occur in response to localized demands.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.6 Public Health and Safety

4.2.6.1 Geology

Potential Effect. Project area intensification will increase exposure of people and property to regional seismic hazards.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) The City and its Sphere of Influence exist in seismically active southern California. As population and employment levels increase, a greater number of individuals will be exposed to those seismic forces.

(2) Seismic standards are continuously updated in response to new information. Those revised standards are reflected in updated "Uniform Building Code" (UBC) requirements, such that newer buildings are in generally more adaptable to significant ground shaking than older buildings constructed under earlier code requirements.

(3) Site-specific geotechnical investigations are required for major new development and redevelopment projects within the planning area and the findings of those investigations used in the derivation of conditions of project approval.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.6.2 Soils

Potential Effect. Soil conditions may impose design constraints relative to new construction activities.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Based on the urbanized nature of the planning area, only limited portions of undisturbed soils remain throughout the City and its Sphere of Influence. Besides those areas retained for flood control purposes, these areas are limited to the approximately 233 acres of vacant property and 141 acres currently devoted to agricultural use.

(2) The two dominant soils associations within the planning area are Tujunga-Dehli and Tujunga-Soboba. Both soil types are associated with recent alluvial activities and contain structural limitations that can serve as deterrents to development unless corrective actions or design plans acknowledge those constraints.

(3) As development occurs throughout the City, project-specific geotechnical reports and soil surveys typically accompany development applications and contain site-specific recommendations regarding soils loading.

(4) Continued compliance with UBC standards will ensure that all future development and redevelopment activities fully respond to these soils constraints.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.6.3 Flood Hazards

Potential Effect. New development and redevelopment activities could expose additional receptors to any flood-related hazards evident throughout the planning area.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) 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.
- (2) Localized improvements will be undertaken in response to drainage issues at select areas throughout the community.
- (3) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.7 Noise

4.2.7.1 Construction Noise

Potential Effect. Construction activities can present a short-term nuisance when undertaken in proximity to sensitive noise receptors.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

24 Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Construction activities will introduce short-term noise impacts affecting near-source receptors. These impacts are, however, short-term in duration and cease upon completion of construction operations. These noise sources can be effectively mitigated through the enforcement of the City's Noise Ordinance.

(2) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.7.2 Operational Noise

Potential Effect. Future development and redevelopment activities may expose sensitive receptors to high noise levels.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Within the planning area, the primary source of noise is generated from vehicular traffic on the I-10 Freeway and along arterial. Additional noise impacts are produced from rail traffic along the three rail lines that cross through the City. Transportation-related noise can be effectively controlled through land planning, site design review, and through the construction of barriers separating the noise source from the receptor.
- (2) Non-transportation noise sources include operational and equipment noise produced from commercial and industrial facilities. These noise sources can be mitigated through effective site planning and through the enforcement of the City's Noise Ordinance.
- (3) In order to evaluate the pre- and post-project noise environment, noise levels were measured at twenty locations throughout the

planning area. As indicated by those readings, noise levels were found to range from 56.4 dBA Leq to 73.3 dBA Leq. Transportation-related noise was the primary contributors to the existing (ambient) environment.

(4) As traffic volumes on the local and regional roadway network increases, these noise levels would be predicted to incrementally increase. Since a doubling of traffic volumes is required to produce a 3 dBA (level of audibility) increase, based on the information presented in the CMP TIA, increased mobile source noise levels will be minimal.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.8 Air Quality

Potential Effect. Development and redevelopment activities will generate short-term construction-related air emissions.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) During construction, emissions are generated by worker commutes, construction equipment, fugitive dust released during grading operations or as vehicles travel along unpaved roadways, paving, and through the application of architectural coatings. With the exception of those volatile organic compounds released over time, these emissions will cease upon completion of construction activities.

(2) Based on the land use and related policies presented in the 1999 General Plan, an estimated 379 new dwelling units, 631,750 square feet of commercial use, and

1,455,250 square feet of industrial uses, will be developed during the planning period specified herein (i.e., 1999-2015).

(3) If construction activities are assumed to occur at a relatively constant rate, the following annual (and monthly) construction can be predicted: (a) Residential - construction of 23 new dwelling units per year (or about two new units per month) and/or construction of 5.9 acres of new residential development per year (or approximately 0.5 acres per month); (b) Commercial - construction of 37,162 square feet of new commercial development per year (or about 3,100 square feet per month and/or construction of 10.4 acres of new retail use (or about 0.75 acres per month); (c) Industrial - construction of 85,603 square feet of new industrial use per year (or approximately (or about 7,200 square feet per month); and/or construction of 5.5 acres of new industrial use per year (or approximately 0.5 acres per month); and (d) Public Facilities - construction of 5.0 acres of public parklands per year (or approximately 0.5 acres per month).

(4) In accordance with the "screening" tables formulated by the South Coast Air Quality Management District (SCAQMD) and contained in SCAQMD's "CEQA Air Quality Handbook," when examined from a quarterly time period, anticipated construction activities within the planning area will not result in the generation of short-term air emissions that exceed the SCAQMD's threshold standards.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.9 Police and Fire Protection Services

4.2.9.1 Police Protection Services

Potential Effect. Increased police department personnel, equipment, and facilities will be required in response to projected development and redevelopment activities.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Police protection services within the City are presently provided by the Montclair Police Department. That department presently maintains a ratio of 1.78 sworn and 1.82 non-sworn law enforcement personnel per 1,000 population.
- (2) In accordance with that ratio, population growth projected over the planning period will result in a projected demand for an additional 4.626 law enforcement personnel (including 2.287 sworn officers). The City, through its annual budgetary review, has the ability to expand personnel, purchase new equipment, and construct new or upgraded facilities in response to identified demands.
- (3) Many commercial centers provide private on-site security personnel.
- (4) Effective design can reduce crime rates by enhancing visibility and improving surveillance. Lighting may also have an effect on reducing crime.
- (5) As individual development and redevelopment projects are proposed within the planning area, each project will be separately examined to assess what, if any, impacts that project may have and what, if any, changes can be proposed to enhance the safety and security of site users.
- (6) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.9.2 Fire Protection Services

Potential Effect. Increased fire department personnel, equipment, and facilities will be required in response to projected development and redevelopment activities.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) As the planning area intensifies, increased demand will be placed on existing fire protection services and facilities.
- (2) The City, through its annual budgetary review, has the ability to expand personnel, purchase new equipment, and construct new or upgraded facilities in response to identified demands.
- (3) Future development and redevelopment will occur in accordance with current "Uniform Fire Code" (UFC) design and development standards.
- (4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.10 Environmental Resources

4.2.10.1 Open Space and Recreation

Potential Effect. Increased park acreage and facility improvements will be required to respond to projected park demands.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

- (1) Only 48.7 acres of park lands and other recreational uses exist throughout the planning area, representing a ratio of only 1.24 acres of parkland for each 1,000 residents. As the City's population increases over the planning period to 39,697

individuals, assuming no increase in park acreage, the population-to-park ratio will decrease to 1.23 acres per thousand residents. (2) It is the policy of the City to expand available park acreage and associated recreational opportunities throughout the community and to strive to obtain a goal of 3.0 acres of recreational area for each 1,000 residents. In order to accomplish that objective, the City would need to create a total of 119 acres of recreational use within the planning area, representing an increase of 70.4 acres over existing conditions. If it is assumed that existing residents are currently provided sufficient recreational resources and that the stated goal only applies to new residents, the projected population increase of 1,285 people would translate into a demand for only 3.9 acres.

(3) In accordance with the authority provided under the Quimby Act, local agencies can collect park fees and/or require the dedication of park acreage as a condition of subdivision map approval. In accordance therewith, the City has adopted a program to collect fees and require real property dedication. As the planning area further intensifies, additional fees will be added to those monies already collected by the City. Those funds can and will be used to expand park acreage within the planning area.

(4) Both the Ontario-Montclair School District and Chaffey Union High School Districts authorize that use at select campus sites for recreational use during periods when school is not in session. Expanded use of those facilities may expand available recreational opportunities throughout the planning area.

(5) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.10.2 Cultural Resources

Potential Effect. Future development and redevelopment activities could impact any prehistoric or historic resources located within the planning area.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) No prehistoric sites have been identified in the City. Based on the highly urbanized nature of the City and its Sphere of Influence, only small sections of the planning area remain both undeveloped and undisturbed. As a result, there appears limited likelihood that future development or redevelopment activities would produce a significant impact on any archaeological resources

(2) Although there exist no local properties listed on the State and/or Federal Register of Historic Places, the absence of those listing is not necessarily indicative of the absence of locally significant historic resources.

(3) In recognition of the potential presence of such resources, including those historic resources located within and proximal to the Russian Village historic district and the Arbol Verde neighborhood, the City has adopted a Historic Preservation Ordinance requiring review of any potentially eligible property prior to any physical modification of those properties.

(4) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

4.2.11 Growth Inducement

Potential Effect. General Plan revisions will increase the number of units but lower the number of new jobs throughout the planning area.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects

on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Any land use policy that allows for site intensification beyond that level now present is, by definition, growth inducing. Although those policies will allow additional development or redevelopment activities to occur, the 1999 General Plan is intended to ensure that such activities occur in a planned and orderly fashion.

(2) Although the implementation of the 1999 General Plan will allow for a slight increase (i.e., 152 units) in the number of dwelling units and will result in a slightly lower number (i.e., 34 jobs) of new jobs as compared to that number projected under the 1983 General Plan, the 1999 General Plan does not represent a significant departure from the plans and policies contained therein.

(3) The plans and programs contained in the 1999 General Plan are intended to ensure the availability of adequate services and systems to accommodate growth. The 1999 General Plan further serves to ensure that development and redevelopment activities are consistent with and compatible to other existing and reasonably foreseeable development within the community.

(4) It is the intent of the 1999 General Plan to ensure the rational utilization of real property within the planning area. It is not the intent of the 1999 General Plan to stimulate economic development beyond the limits authorized thereunder. As a result, although economic growth is a desired outcome of this planning process, the extent of that growth has been defined therein and plans have been formulated to accommodate that level of development.

(5) The focus of the 1999 General Plan is on the preservation of the community's existing housing stock, not on a substantial expansion of the existing housing inventory. Preservation activities have minimal impact on existing services and systems. As a result, efforts to retain the community's

housing inventory will not produce significant growth-inducing impacts.

(6) No significant modification to any existing infrastructure systems will be required to service or support the development and redevelopment activities authorized under the 1999 General Plan. Although localized upgrades and modifications of those systems are envisions, those improvements will neither result in the extension of service delivery systems to areas presently absent those requisite systems nor will it significantly expand the capacity of existing systems. As a result, project implementation will not result in the elimination of any existing infrastructure constraints that now preclude those development and redevelopment activities.

(7) General plan policies have been formulated in response to this impact and, upon implementation, will reduce the potential impacts associated therewith to a less-than-significant level.

5.0 EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on the detailed investigations conducted by the City and outlined in the Final PEIR, the Lead Agency has identified a number of impacts that, in the independent judgment of the Lead Agency, cannot be reduced below a level of significance. No alternatives and no additional mitigation measures are available to the Lead Agency, other than taking no action, that would result in the reduction of the following environmental effects below a level of significance.

5.1 Public Facilities - Solid Waste

Potential Effect. Increased development will exacerbate projected landfill shortfalls and increase the demand for new solid waste facilities.

Finding. Specific economic, legal, social, technological, or other considerations,

including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR (Finding No. 3).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Solid wastes presently generated within the planning area are transported by a contract waste hauler to the Milliken Landfill, owned by the County and operated by NORCAL under the terms of a County operating agreement. During the planning period, that County landfill is projected to reach its permit capacity and cease collecting municipal solid wastes (MSW). Alternative disposal options will be required at that time and may include the transport of MSW to other in-County or out-of-County facilities (e.g., El Sobrante Landfill in Riverside County) either through direct haul to that disposal site or via a materials recovery facility and transfer station where additional recoverable materials can be removed from the waste stream.

(2) In accordance with the Integrated Solid Waste Management Act of 1994 (AB 939), the City has prepared both a "Source Reduction and Recycling Element" (SRRE) and a "Household Hazardous Waste Element" (HHWE) designed to encourage the diversion of waste from local landfills. In accordance with the mandate established thereunder, the City has implemented plans to reduce the quantity of municipal solid waste requiring disposal at local landfills by 50 percent from year 1994 conditions. The City has yet to obtain that diversion rate and may, therefore, be subject to the imposition of fines or other penalties as authorized thereunder.

(3) The City's failure to reach its diversion goals, in combination with increased MSW that will be generated by new development authorized under the 1999 General Plan, will further exacerbate regional demands for additional solid waste disposal sites.

(4) Even by taking no action concerning the

project, including the cessation of all development and redevelopment activities that may occur within the City in accordance with the 1983 General Plan, subsequent development and redevelopment activities can be anticipated within the Sphere of Influence under the authority of the County. Additionally, development and redevelopment activities will continue to occur throughout the region and subregion under the authorization of other local agencies. Although those local development and redevelopment activities that may occur under the 1999 General Plan will not significantly contribute to capacity shortfalls at permitted in-County facilities, cumulative development activities projected to occur throughout the region and subregion will produce a significant environmental effect upon area-wide solid waste facilities.

5.2 Air Quality

Potential Effect. Increased traffic associated with predicted development will generate long-term operational air emissions.

Finding. The Lead Agency hereby finds that changes or alterations have been required or incorporated into the project which mitigate or avoid the significant environmental effects on the environment (Finding No. 1).

Facts in Support of Finding. The following facts are presented in support of this finding:

(1) Operational or long-term impacts associated with the project are primarily related to mobile sources of emission. Mobile emission sources include traffic generated by the proposed development and redevelopment activities.

(2) Unlike construction emissions, which are assumed to occur incrementally and will cease upon completion of construction operations, the operational impacts attributable to the 1999 General Plan constitute long-term emission sources. As a result, in order to assess operational

emissions, the total of all anticipated development and redevelopment activities constitute the basis for operational impact assessment.

(3) Build-out of the 1999 General Plan will result in the introduction of 379 dwelling units, 631,750 square feet of commercial use, and 1,455,250 square feet of industrial use.

(4) As indicated in the "screening" tables in the SCAQMD's "CEQA Air Quality Handbook," the following threshold standards have been established as the basis for determining whether a pending project has the potential to generate significant air quality impacts: (1) 166 single-family residential units; (2) between 9,000 and 64,000 square feet of commercial use (dependent upon the nature of that use); and (3) 276,000 square feet of industrial use. Based on these standards, development and redevelopment activities authorized under the 1999 General Plan have the potential to produce a significant air quality impact.

(5) In addition, based on the build-out projections and air quality analysis presented in the Final PEIR, the project exceed established SCAQMD standards for reactive organic compounds (ROC), nitrogen oxides (NOX), and carbon monoxide (CO).

(6) The City has identified all applicable mitigation measures identified by the SCAQMD and has formulated policy statements designed to minimize air quality impacts to the maximum extent feasible. Even with the implementation of all available measures, project-related and cumulative air quality impacts will remain at a significant level.

6.0 FINDINGS REGARDING THE MITIGATION REPORTING AND MONITORING PROGRAM

Section 21081.6 of CEQA requires that when a public agency is making the findings required by Section 21081(a), the public agency shall adopt a reporting or monitoring program for the changes to the project that it

has adopted or made a condition of project approval, in order to mitigate or avoid significant effects on the environment. Section 15097 of the Guidelines further requires that when a public agency has made the findings required under Section 15091(a)(1) therein, in order to ensure that the mitigation measures identified in the EIR are implemented, the public agency shall adopt a program for monitoring or reporting on the measures it has imposed to mitigate or avoid the significant effects of the project.

As indicated in Section 15097(b) of the Guidelines, where the project at issue is the adoption of a general plan or other plan-level document, the monitoring plan shall apply to policies and any other portion of the plan that is a mitigation measure or adopted alternative. The annual report on general plan status required pursuant to the CGC is one example of a reporting program for adoption of a general plan.

Since the EIR was prepared concurrently with the 1999 General Plan and constitutes an integral component thereof, the project was revised prior to the release of the Draft PEIR in response to the information and analysis obtained through the environmental review. The changes and additions thereto were identified for the purpose of reducing or avoiding the potential environmental impacts resulting therefrom. The environmental analysis produced changes to the project that were subsequently integrated into the project description and became components thereof. These changes do not, therefore, reflect conditions of project approval identified following the release of the Draft PEIR since they are part of the project itself and not later conditions that seek to modify the project as proposed. As a result, no mitigation measures have been identified by the Lead Agency that require monitoring in accordance with the requirements of CEQA and Guidelines.

In accordance with Section 15097(b) of Guidelines, in accordance with Section

65400(b) of the CGC, an annual report shall be submitted to the City Council addressing the status of the plan and the agency's progress in its application. That annual report on the status of the 1999 General Plan constitutes the reporting program established by the Lead Agency hereunder. Implementation of that reporting requirement fully complies with Section 21081.6 of CEQA and Section 15097 of Guidelines regarding the Lead Agency's obligations thereunder.

7.0 FINDINGS REGARDING A STATEMENT OF OVERRIDING CONSIDERATIONS

This section of the Findings addresses the requirements in Section 15093 of the Guidelines that requires the Lead Agency and other Responsible and Trustee Agencies to balance the benefits of a proposed project against its unavoidable significant impacts to determine whether the impacts are acceptably overridden by the project's anticipated benefits.

As required under Sections 15093(b) and (c) of the Guidelines, should the Lead Agency approve a project which will result in the occurrence of significant effects which are identified in the EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its actions based on the information in the EIR or elsewhere in the project's administrative record. If an agency makes a statement of overriding considerations (SOC), the statement should be included in the record of the project's approval and should be subsequently mentioned in the Lead Agency's "Notice of Determination" (NOD).

As identified in Section 5.0 (Effects that Cannot be Mitigated to a Less-than-Significant Level) herein, the Lead Agency has identified a number of environmental effects (i.e., solid waste and air quality) that cannot be mitigated below a level of significance. The Lead Agency has

determined that the continuing presence of these significant or potentially significant effects are deemed to be acceptable consequence in light of the beneficial impacts that will result from the adoption and implementation of the 1999 General Plan.

The project's identified benefits include, but are not limited to:

(1) Implementation of the 1999 General Plan will expand employment opportunities within the City and its Sphere of Influence by an estimated 8,348 new jobs. Those new jobs will both directly benefit project area residents through the expansion of employment opportunities available to those residents and others and indirectly through both the City's receipt of additional sales tax and other proceeds resulting therefrom and through the additional buying-power available to those individuals filing those positions. It is the City believe that a portion of the income derived from those positions will be spent in the City, thereby benefiting existing and future retail and service-oriented uses operating therein.

(2) Implementation of the 1999 General Plan will result in the addition of approximately 379 new housing units within the City and its Sphere of Influence. Only through the expansion of housing opportunities can the City further the Statewide objective of providing decent housing and a suitable living environment for every Californian. Additionally, the expansion of housing opportunities will facilitate local efforts to attain the regional housing needs, as established by SCAG.

(3) Implementation of the 1999 General Plan will facilitate the City's annexation of real property within its Sphere of Influence area though the establish of land use policies for those areas and through the provision of requisite services and systems adequate to accommodate projected development demands within those areas.

(4) Implementation of the 1999 General Plan serves as a framework document for the planning and timing of infrastructure

improvements in response to projected development and redevelopment demands. In the absence of a comprehensive assessment of build-out projections, no mechanism would exist to ensure the provision of needed services and systems adequately sized and located in response to those short-term, mid-term, and long-term demands attributable to the intensification of the planning area.

(5) The 1999 General Plan facilitates the formulation of capital improvement plans that serve to promote the goals, objectives, and public policies outlined therein.

(6) Adoption of the 1999 General Plan will allow individual service providers operating in the City to formulate improvement plans in response to the projected demand for services and systems throughout the planning area.

(7) Adoption of the 1999 General Plan will allow the police and fire departments to formulate plans for the expansion of existing staffing and the provision of adequate facilities and equipment to adequately service future project area demands.

(8) Adoption of the 1999 General Plan will promote comprehensive planning efforts undertaken to ensure the provision of a high quality of life for the residents of the City and those individuals employed throughout the community.

(9) Adoption of the 1999 General Plan allows the City to formulate specific plans that promote the attainment of the goals, objectives, policies, and programs outlined therein for distinct geographic areas of the community.

(10) Adoption of the 1999 General Plan will create a "business friendly" environment that encourages the establishment of new and expansion of existing businesses throughout the City.

