INITIAL STUDY

Mission Boulevard and Ramona Avenue Business Park Project

Prepared for:

City of Montclair
Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763
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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection
CBC	California Building Code
CEQA	California Environmental Quality Act
City	City of Montclair
CNEL	Community Noise Equivalent Level
dB	decibel
District	Monte Vista Water District
EIR	Environmental Impact Report
Fire Department	City of Montclair Fire Department
GHG	greenhouse gas
IS	Initial Study
MS4	Municipal Separate Storm Sewer System
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
Project	Mission Boulevard and Ramona Avenue Business Park Project
Project Applicant	Mission Boulevard Industrial Owner, L.P.
SB	Senate Bill
SCAG	Southern California Association of Governments
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
WQMP	Water Quality Management Plan

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1 Introduction

1.1 Project Overview

Mission Boulevard Industrial Owner, L.P. (Project Applicant) has applied to the City of Montclair (City) for the development of the Mission Boulevard and Ramona Avenue Business Park Project (Project). The Project includes the demolition of all existing on-site structures and the construction of an eight-building business park. In total, the Project would provide approximately 514,269 square feet of flexible industrial space and associated improvements, including loading docks, tractor trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements.

Implementation of the Project would require the following approvals from the City:

- **General Plan Amendment** to modify the Project Site's General Plan land use designation from General Commercial to Limited Manufacturing and Industrial Park;
- **Zone Change** to modify the Project Site's zoning designation from M1 Limited Manufacturing, MIP Manufacturing Industrial, and C3 General Commercial to M1 Limited Manufacturing and MIP Manufacturing Industrial;
- **Tract Map** to consolidate the nine existing parcels on the Project site into eight on-site parcels;
- **Precise Plan of Design** which provides precise details about the Project's final site plan, including details relating to all structures, setbacks, driveways, utilities, landscaping, architecture, and the general nature of the proposed use; and
- **Other ministerial permits** including an encroachment permit, grading permit, general construction permit, and street/land closure permit;

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) serves as the main framework of environmental law and policy in California. CEQA emphasizes the need for public disclosure and identifying and preventing environmental damage associated with proposed projects. Unless the project is deemed categorically or statutorily exempt, CEQA is applicable to any activity that requires public agency approval and that would result in a direct or reasonably foreseeable indirect change in the environment. The Project considered herein is not statutorily or categorically exempt from CEQA and the City must proceed with preparation of an Initial Study.

Because the Project has the possibility of creating a significant impact, the preparation of an EIR is required by CEQA. The purpose of this Initial Study (IS) is to provide an overview and analysis of the potential environmental impacts that the Project could have and to determine which impacts require further review and study in an Environmental Impact Report (EIR). The IS has also been prepared to satisfy CEQA requirements of other agencies that may provide approvals and/or permits for the Project.

The document is accessible to the public, in accordance with CEQA, in order to receive feedback on the Project's potential impacts, as well as the scope of the Project's EIR (14 CCR Section 15121[a]).

1.3 Availability of the Notice of Preparation and Initial Study

The IS/Notice of Preparation (NOP) for the Project is being distributed directly to the State Clearinghouse, state and local agencies and organizations, and interested groups and persons during the scoping period. It is available online on the City's website:

https://www.cityofmontclair.org/city-government/community-development/planning-division

A hard copy of the IS/NOP is available for review at Montclair City Hall by appointment on Monday throughout Thursday from 7:00 a.m. to 5:00 p.m. (except during office closures):

City of Montclair
Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763

To schedule an appointment to review the IS/NOP at Montclair City Hall, please contact Michael Diaz at (909) 625-9432 or mdiaz@cityofmontclair.org.

1.4 Public Review Process

The IS/NOP will be available for a public comment period of no less than 30 days from January 4, 2021, to February 3, 2021. In reviewing the IS, affected public agencies and the interested public should focus on the sufficiency of the document in identifying the potential impacts of the Project on the environment.

Comments may be made on the IS in writing before the end of the comment period. Following the close of the public comment period, the City will consider this IS and comments thereto in preparing the EIR. Written comments on the IS should be sent to the following address by 5:00 p.m. on February 3, 2021:

Michael Diaz, Community Development Director
City of Montclair, Community Development Department, Planning Division
5111 Benito Street
Montclair, California 91763
mdiaz@cityofmontclair.org

2 Project Description

2.1 Project Location

The approximately 27.74-acre Project site is located in the southwestern part of the City, which is located within the western edge of San Bernardino County (Figure 1). The Project site is located at the northwest corner of Mission Boulevard and Ramona Avenue, and is bound by State Street to the north, Ramona Avenue to the east, Mission Boulevard to the south, and County Road 20010 to the west.

The Project site is located in Sections 21, 22, 27, and 28 of Township 1 South, Range 8 West, as depicted on the U.S. Geological Survey Ontario, California 7.5 minute topographic quadrangle map. Regional access to the Project site includes Interstate 10, located approximately 1.5 miles north, and California State Route 60, located approximately 1.8 miles south.

2.2 Environmental Setting

City of Montclair

The City is located in western end of San Bernardino County, approximately 35 miles 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. Montclair's "sphere of influence" extends beyond the City's incorporated boundaries and into unincorporated San Bernardino County. Before its incorporation, the 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. The City officially incorporated with its enabling power as a general law city in 1956. Today, the City's decisions on development are guided by the City's General Plan, which covers an approximately 4,000-acre planning area (City of Montclair 1999).

The City comprises a mix of different land use types and density. Single-family residential uses comprise the largest land use totaling approximately 1,800 acres. The other residential use types occurring throughout the City include two-family residential, multifamily residential, and mobile home parks, which are primarily located north of Kingsley Street. Commercial land uses make up the City's most dominant use. Montclair Place (formerly Montclair Plaza), Montclair Entertainment Plaza, auto dealerships, and surrounding commercial land uses are highly visible from Interstate 10, which helped create an image of the City as a regional commercial hub. Industrial and related land uses are primarily situated between Brooks Street and the north side of Mission Boulevard.

Existing Project Site

The approximately 27.74-acre Project site is currently developed with a four-screen drive-in theatre with capacity for approximately 1,450 cars, and accessory ticket booth, office, storage, and refreshment structures. In addition, the Montclair Tire Company occupies a metal building located on a triangular-shaped area at the northern corner of the Project site, but is not currently an operating business. The northwest corner of the Project site (a rectangular portion not associated with drive-in theater) contains concrete foundations and partially demolished masonry block walls associated with former industrial buildings were demolished at various points between 1989 and 2009. The central portion of the Project site (i.e., the portion currently used as a drive-in theater) is also used as a swap meet.

The Project site is composed of nine existing parcels identified by a unique Assessor's Parcel Number (APN):

- APN 1012-151-20
- APN 1012-151-27
- APN 1012-151-28
- APN 1012-151-29
- APN 1012-161-01
- APN 1012 161-02
- APN 1012-161-03
- APN 1012-161-04
- APN 1012-161-05

The City's General Plan designates the entire Project site as General Commercial (Figure 2). According to the City's Zoning Map, the Project site contains a mix of zoning designations including C3 General Commercial, MIP Manufacturing Industrial, and M1 Limited Manufacturing (City of Montclair 2013; City of Montclair 2018). Table 1 provides a summary of the General Plan Land Use and Zoning designations associated with each APN, and these designations may also be referenced on Figure 2 and Figure 3.

Table 1. General Plan Land Use and Zoning Designations

Assessor Parcel Number	General Plan Land Use Designation	Zoning Designation
APN 1012151-20	General Commercial	M1 Limited Manufacturing
APN 1012-151-27	General Commercial	MIP Manufacturing Industrial
APN 1012-151-28	General Commercial	MIP Manufacturing Industrial
APN 1012-151-29	General Commercial	M1 Limited Manufacturing
APN 1012-161-01	General Commercial	C3 General Commercial
APN 1012-161-02	General Commercial	C3 General Commercial
APN 1012-161-03	General Commercial	M1 Limited Manufacturing
APN 1012-161-04	General Commercial	M1 Limited Manufacturing
APN 1012-161-05	General Commercial	C3 General Commercial

Note: See Figure 2 and Figure 3.
Source: City of Montclair 2013; City of Montclair 2018.

Surrounding Land Uses

Land uses surrounding the Project site consist of a mix of industrial, manufacturing, automotive, commercial, residential uses. Specific land uses located in the immediate vicinity of the Project site include the following:

- **North:** State Street, flood control channel, railroad tracks, water detention basin, and industrial uses
- **East:** Ramona Avenue, industrial uses, and vacant land
- **South:** Mission Boulevard, commercial uses, and residential uses
- **West:** Industrial, manufacturing, and scattered non-conforming residential uses

2.3 Proposed Project

The Project includes the demolition of all existing on-site structures (see Section 2.2, Existing Project Site) and the construction of an eight-building business park. In total, the Project would provide approximately 514,269 square feet of industrial space and associated improvements including loading docks, tractor trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements (Figure 4, Site Plan).

See Table 2 for a summary of Project details.

Table 2. Building Area Summary

Use	Bldg. 1	Bldg. 2	Bldg. 3	Bldg. 4	Bldg. 5	Bldg. 6	Bldg. 7	Bldg. 8	Total
Office	2,500	2,500	2,500	2,500	2,500	2,500	5,000	5,000	25,000
Warehouse	34,023	25,381	32,060	32,411	26,557	37,037	176,800	100,000	464,269
Mezz.[1]	2,500	2,500	2,500	2,500	2,500	2,500	5,000	5,000	25,000
Bldg. Footprint	36,523	27,881	34,560	34,911	29,056	39,537	181,800	105,000	489,268
Total Bldg. Area	**39,023**	**30,381**	**37,060**	**37,411**	**31,557**	**42,037**	**186,800**	**110,000**	**514,269**

Notes: Bldg. = Building; Manuf. = Manufacturing; Mezz. = Mezzanine; all values are in square feet.
[1] Mezzanine area not included in Building Footprint but included in Total Building Area.

Requested Approvals

Implementation of the Project would require the following discretionary and ministerial actions from the City.

Discretionary Actions

- **General Plan Amendment.** Project implementation would require approval of General Plan Amendment to modify the Project Site's General Plan land use designation from General Commercial to Limited Manufacturing (for Buildings 7 and 8 on the north portion of the Project site north of Third Street) and Industrial Park (for Buildings 1 through 6 on the south portion of the Project site south of Third Street).
- **Zone Change.** Project implementation would require approval of a zone change to change the Project Site's zoning from M1 Limited Manufacturing, MIP Manufacturing Industrial, and C3 General Commercial to M1 Limited Manufacturing (for Buildings 7 and 8 on the north portion of the Project site north of Third Street) and MIP Manufacturing Industrial (for Buildings 1 through 6 on the south portion of the Project site south of Third Street).
- **Tract Map.** Project implementation would require approval of a Tract Map to consolidate the nine existing parcels on the Project site into eight on-site parcels.
- **Precise Plan of Design.** Project implementation would require approval of a Precise Plan of Design, which provides precise details about the Project's final site plan, including details relating to all structures, setbacks, driveways, utilities, landscaping, architecture, and the general nature of the proposed use.

Ministerial Approvals

- Encroachment Permit
- Grading Permit
- General Construction Permit
- Street/Lane Closure Permit.

Project Construction

Although the Project Applicant is still refining the Project's construction schedule, it is anticipated that demolition and dismantling of the existing on-site structures and preliminary building construction would commence in late 2021.

On-Site and Off-Site Improvements

The Project would include street improvements along State Street, Ramona Avenue, Mission Boulevard, and the extension of Third Street from the west boundary of the site to Ramona Avenue at the intersection with Dale Street. Street improvements would include right of way dedications, installation of new curb and gutter, sidewalks, street lighting, street signal upgrade, etc. On-site improvements include new landscape materials, exterior lighting, parking areas, etc. A variety of trees, shrubs, plants, and land covers would be planted within the Project frontage's landscape setback area, as well as within the landscape areas found around the proposed buildings and throughout the Project site.

Site Access and Parking

Access to the Project site would be provided by 8 driveways: four driveways at the northern Project boundary off State Street, one driveway at the eastern Project boundary off Ramona Avenue, two driveways on the southern Project boundary off Mission Boulevard, and six off driveways off the Third Street extension.

A summary of tractor trailer stalls and passenger vehicle parking is provided in Table 3.

Table 3. Parking Summary

Parking Type	Bldg. 1	Bldg. 2	Bldg. 3	Bldg. 4	Bldg. 5	Bldg. 6	Bldg. 7	Bldg. 8	Total
Dock Doors	6	4	5	5	4	6	18	18	**69**
Grade Doors	1	1	1	1	1	1	2	2	**10**
Trailer Stalls	0	0	0	0	0	0	23	0	**23**
Passenger Parking Stalls	57	59	57	56	60	58	217	141	**707**
Passenger Parking Stalls Required	54	45	52	52	47	57	171	140	**588**

Note: Bldg. = Building.

Utility Improvements

Domestic Water

Domestic water service would be provided by the Monte Vista Water District. An existing 12-inch public water line is located within Third Street. This water line would be extended within Third Street to Ramona Avenue. Buildings 7 and 8 would connect to a water line within either State Street or Third Street, or to both water lines, depending on the locations of the offices within each building. Buildings 1, 2, and 3 would connect to the new 12-inch water line in Third Street. Buildings 4, 5, and 6 would connect to an existing 8-inch water line within Mission Boulevard.

Sanitary Sewer

Sanitary sewer service would be provided by the City, which contracts with the Inland Empire Utilities Agency (IEUA) for sewage treatment. An existing 8-inch sewer line is located within Mission Boulevard. A new 8-inch line would connect to this line, which would be extended north between Buildings 2 and 3 and between Buildings 4 and 5 until it meets Third Street. Upon meeting Third Street, this new line would be extended east and west to connect to new 6-inch sewer laterals for Buildings 7 and 8. Building 1 would connect directly to the new sewer line in Third Street. Buildings 2 through 5 would connect to the new 8-inch sewer within a new public utility easement from Third Street to Mission Boulevard.

Storm Drainage

Under the existing conditions, the Project site is fully developed, and stormwater drains to an existing 66-inch public storm drain within Mission Boulevard. As part of the Project, stormwater flows would be captured on-site and treated within a series of underground infiltration facilities. Buildings 7 and 8 would each have their own infiltration facilities, which would discharge to a new public storm drain line within Third Street. The new storm drain would continue south from Third Street between Buildings 2 and 3 and between Buildings 4 and 6 in a new public utility easement where it would connect to the existing 66-inch storm drain within Mission Boulevard. Two catch basins would be located at the west end of Third Street to collect stormwater flows along Third Street. Buildings 1 through 6 would drain to one or more on-site underground infiltration facilities before also discharging to the new storm drain.

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3 Initial Study Checklist

1. **Project title:**

   Mission Boulevard and Ramona Avenue Business Park Project

2. **Lead agency name and address:**

   City of Montclair
   Community Development Department, Planning Division
   5111 Benito Street
   Montclair, California 91763

3. **Contact person and phone number:**

   Michael Diaz, Community Development Director
   909.625.9432

4. **Project location:**

   The approximately 27.74-acre Project site is located in the southwestern part of the City, which is located within the western edge of San Bernardino County (Figure 1). The Project site is located at the northwest corner of Mission Boulevard and Ramona Avenue, and is bound by State Street to the north, Ramona Avenue to the east, Mission Boulevard to the south, and County Road 20010 to the west.

5. **Project sponsor's name and address:**

   Mission Boulevard Industrial Owner, L.P.

6. **General Plan designation:**

   General Commercial

7. **Zoning:**

   C3 General Commercial, MIP Manufacturing Industrial, M1 Limited Manufacturing

8. **Description of project.**

   The Project includes the demolition of all existing on-site structures and the construction of an eight-building business park. In total, the Project would provide approximately 514,269 square feet of flexible industrial space and associated improvements, including loading docks, tractor trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements (Figure 4). See Section 2, Project Description, for a more detailed description of the Project.

9. **Surrounding land uses and setting:**

Land uses surrounding the Project site primarily consist of manufacturing, industrial, commercial, residential uses. Specific land uses located in the immediate vicinity of the Project site include the following:

- **North:** State Street, railroad tracks, and industrial uses
- **East:** Ramona Avenue, vacant land, and industrial uses
- **South:** Mission Boulevard, commercial, and residential uses
- **West:** Industrial and residential uses

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

No discretionary approvals from other outside agencies is anticipated at this time.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In accordance with California Assembly Bill 52 requirements, the City will initiate Tribal consultation, the results of which will be summarized in the Draft EIR.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

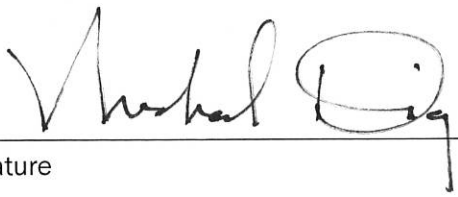
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

1-4-21

Date

Evaluation of Environmental Impacts

3.1 Aesthetics

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

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

No Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, coastlines, and open space areas. The City's General Plan Open Space Element identifies parks and recreational areas, flood control, and agricultural areas as three major sources of open space lands in the City. Open Space Objective OS-1.2.0 recognizes that open space provides visual relief from highly urbanized areas (City of Montclair 1999).

The nearest park to the Project site is Essex Park, located approximately 1,500 feet south of the Project site, and no natural flood control facilities, agricultural areas, or other natural landforms exist in the vicinity of the Project site. Overall, the Project site is located well outside the viewshed of any scenic vistas or other important visual resources. Therefore, no impacts associated with scenic vistas would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. There are no state scenic highways that occur within the vicinity of the Project site. The nearest Officially Designated State Highway is the portion of State Route 2 along the San Gabriel Mountains, located over 20 miles northwest of the Project site in Los Angeles County (County of Los Angeles 2014). Based on

this distance and intervening natural topography and manmade development, the Project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur, and this issue will not be evaluated further in the Draft EIR.

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

Less-than-Significant Impact. Section 20171 of the California Public Resources Code defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of January 1, 2019, the California Department of Finance estimated the population of Montclair to be 39,563 persons (DOF 2019). Additionally, the City of Montclair is located adjacent to the City of Ontario, which the California Department of Finance estimates to have a population of 178,268 as of January 1, 2019 (DOF 2019). Therefore, because the City of Montclair shares a border with the City of Ontario, and because the two cities' combined population exceed 100,000 persons, the City of Montclair is considered an urbanized area per CEQA and the first question of this threshold does not apply to the Project, as it is directed at non-urbanized areas. Section 21071 of the California Public Resources Code also defines an urbanized area for unincorporated areas; however, the City of Montclair is an incorporated city, so this definition was not considered for this analysis.

The City's Municipal Code includes design standards related to building height, setbacks, landscaping requirements, and other development considerations that are relevant to scenic quality. Specifically, Title 11, Zoning and Development, of the City's Municipal Code includes design standards for each zoning district, including the M1 Limited Manufacturing Zone and MIP Manufacturing Industrial Zone, which are the proposed zoning designations for the Project site. The M1 Limited Manufacturing Zone and MIP Manufacturing Industrial Zone and have specified regulations that are outlined in Section 11.30 and 11.32 of the City's Municipal Code (City of Montclair 2020a). The purpose of the design standards are, in part, to regulate the uses of buildings and structures, and to encourage the most appropriate use of land. As a part of the City's development and design review process, project plans are reviewed by City staff, as well as the City's Design Review Committee, to ensure compliance with applicable provisions of the City's Municipal Code, including those provisions relating to scenic quality. Because the Project would undergo review by City Staff and the City's Development Review Committee and no Project components that are inconsistent with provisions of the Municipal Code that relate to scenic quality are being requested, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts associated with scenic quality would be less than significant, and this issue will not be evaluated further in the Draft EIR.

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

Less-than-Significant Impact. Under existing conditions, the Project site contains sources of artificial nighttime light that are typical of drive-in movie theatre and swap meet uses. In addition, streetlights are present along Mission Boulevard and Ramona Avenue to the south and east, all of which are sources of nighttime light as well. Other exterior artificial light sources in the immediate vicinity of the Project site include nearby residential dwelling units and the building bordering the site to the west.

Lighting is of most concern when it may potentially spill over or trespass onto off-site properties, particularly residential buildings and the public right-of-way. However, consistent with Section 11.66.030 of the City's Municipal Code, lighting used in the parking areas must be arranged so that the light is directed onto the parking areas and away from adjacent properties. The Building Security Requirements also state that exterior lighting must not shine away from the subject property (City of Montclair 2020b). Where light spillage on adjacent properties is a concern (i.e., residences to the west), the Project would be required to include light controlling devices, such as light guards. The light-controlling devices would reduce light spillage on adjacent sensitive receptors. Additionally, per the requirements of Section 11.80 of the City's Municipal Code, the Project's Precise Plan of Design must specify the location and design of all lighting within the proposed development area except that which is within any building. City staff will review the Project's Precise Plan of Design during the plan check process to ensure that lighting be arranged so it is directed away from adjacent properties.

With respect to glare potentially generated by the Project, the majority of the exterior building surfaces would consist of painted concrete (i.e., tilt-up concrete walls) and does not include any physical properties that would produce substantial amounts of glare. To provide architectural interest and break up the overall massing of Project buildings, the Project would feature the use of large glass windows throughout Project buildings' facades; however, the Project would use glass that is clear or tinted with medium to high performance anti-glare glazing and would not use glass with mirrored finishes. As such, the Project as a whole would not result in a substantial amount of glare in the Project area. Therefore, impacts associated with light and glare would be less than significant, and this issue will not be evaluated further in the Draft EIR.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The Project site is located in a developed portion of the City. According to the California Department of Conservation's California Important Farmland Finder, the Project site and surrounding area are identified as Urban and Built-Up Land (DOC 2016a). The Project site is not located on or adjacent to any parcels identified as Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively called Important Farmland). Because no Important Farmland is located on the Project site and the surrounding area, development of the Project would not convert or otherwise impact any Important Farmland. Therefore, no impacts associated with conversion of Important Farmland would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. According the California Department of Conservation's Williamson Act Parcels Map for San Bernardino County (DOC 2016b), there are no Williamson Act contracts on the Project site or within the Project site's vicinity. In addition, the City's Zoning Map identifies the Project site as MIP, C3, and M1 (City of Montclair 2013). Neither the Project site nor any surrounding parcels are zoned for an agricultural use. Therefore, no impacts associated with Williamson Act contract lands or agricultural zoning would occur, and this issue will not be evaluated further in the Draft EIR.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is located within a developed portion of the City. The Project site is not located on or adjacent to forest land, timberland, or timberland zoned Timberland Production (City

of Montclair 2013). Therefore, no impacts associated with forest land or timberland zoning would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Project site is located within an urbanized area and not located on or adjacent to forest land. Therefore, no impacts associated with the loss or conversion of forest land would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. As previously addressed, the Project site is not located on or adjacent to any lands identified by either the State or the City as Important Farmland or forest land. The Project would not include any on-site or Project-adjacent improvements that would result in the conversion of Important Farmland or forest land uses. Therefore, no impacts associated with the conversion of Important Farmland or forest land would occur, and this issue will not be evaluated further in the Draft EIR.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

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

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term criteria pollutants and other emissions. Further analysis is required

to determine whether the Project could potentially conflict with or obstruct implementation of applicable air quality plans. Therefore, this issue will be analyzed in the Draft EIR.

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

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term criteria pollutants and other emissions. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to air quality. Therefore, these issues will be analyzed in the Draft EIR.

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

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term criteria pollutants and other emissions. Further analysis is required to determine whether the Project could potentially expose sensitive receptors to substantial pollutant concentrations. Therefore, this issue will be analyzed in the Draft EIR.

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

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term criteria pollutants and other emissions. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to air quality. Therefore, these issues will be analyzed in the Draft EIR.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities that could potentially have an adverse effect on candidate, sensitive, or special-status species. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to species identified as a candidate, sensitive, or special status species. Therefore, this issue will be analyzed further in the Draft EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities that could impact riparian habitat and other sensitive natural communities. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to biological resources. Therefore, this issue will be analyzed further in the Draft EIR.

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

No Impact. The Project site is currently developed with a drive-in theatre and swap-meet use and accessory offices, as well as separate industrial buildings. The Project site does not contain, nor is it adjacent to any wetlands, marshes, or vernal pools. An existing off-site concrete-lined flood control channel and earthen bottom detention basin are located north of the Project site; however, neither of these facilities are located on or abutting the Project site, and all Project construction and operational activities would be limited to the Project site and adjacent public rights-of-way. In addition, the Project would comply with all applicable policies and regulations related to water quality, including, but not limited to the incorporation of a Stormwater Pollution Prevention Plan, which would reduce the impacts related to contaminated runoff from Project activities. Therefore, no impacts to jurisdictional waters would occur, and this issue will not be evaluated further in the Draft EIR.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. While the Project site is currently developed with a drive-in theatre and swap-meet use and accessory offices, as well as separate industrial buildings, the Project site contains trees and shrubs (that are part of the existing use's landscaping), which could potentially be used by migratory birds for nesting, Implementation of the Project would result in construction and operational activities that could potentially have an adverse effect on nesting sites for migratory birds. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to these biological resources. Therefore, these issues will be analyzed further in the Draft EIR.

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

Potentially Significant Impact. Section 9.28, Trees, of the City's Municipal Code protects and preserves trees planted within the City rights-of-way and at City facilities (City of Montclair 2020a). Section 9.16.120 of the City's Municipal Code states that trees located between the property line and the curb or street are designated as City trees and the pruning, planting and removal of City trees are regulated pursuant to the City Tree Manual. Per the City Tree Manual, City trees shall be replaced at a minimum ratio of 1:1 for each tree removed. Mitigation may be required for the removal of trees on private property at the discretion of the City. Implementation of the Project would result in construction and operational activities that could result in the removal of trees from the Project site. Further analysis is required to determine whether the

Project could potentially conflict with the City's tree policies and any other ordinances protecting biological resources. Therefore, this issue will be analyzed further in the Draft EIR.

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

No Impact. The Project site is not located within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservations plan area. Therefore, no impacts associated with an adopted conservation plan would occur, and this issue will not be evaluated further in the Draft EIR.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities. Such activities could potentially have an adverse effect on historical resources. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to cultural resources. Therefore, this issue will be analyzed further in the Draft EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities. Such activities could potentially have an adverse effect on archaeological resources. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to archaeological resources. Therefore, this issue will be analyzed further in the Draft EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities. Such activities could potentially have an adverse effect on currently unrecorded, unknown historical, archaeological, and cultural resources. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to cultural resources or disturbing human remains. Therefore, this issue will be analyzed further in the Draft EIR.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

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

Potentially Significant Impact. Project construction and operations would involve activities that would require the use of energy, including electricity and petroleum. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to energy consumption. Therefore, these issues will be analyzed in the Draft EIR.

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

Potentially Significant Impact. Project construction and operations would involve activities that would require the use of energy, including electricity and petroleum. Further analysis is required to determine whether the Project could potentially result in any conflict with, or obstruction of state or local plans for renewable energy or energy efficiency. Therefore, these issues will be analyzed in the Draft EIR.

3.7 Geology and Soils

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

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

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

No Impact. The Alquist–Priolo Earthquake Zoning Act (Alquist–Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist–Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist–Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. According to the California Department of Conservation, the Project site is not located in an Alquist-Priolo Earthquake Fault Zone (DOC 2019). The nearest Alquist-Priolo Earthquake Fault Zones are the Prado Dam Fault Zone, approximately 5.8 miles south of the Project site and the Mount Baldy Fault Zone, located approximately 6.5 miles northeast of the Project site. As such, the potential for surface rupture of an Alquist-Priolo Earthquake Fault on the Project site is very low. Therefore, no impacts associated fault rupture would occur, and this issue will not be evaluated further in the Draft EIR.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. As previously discussed, the Project site is not located within an Alquist–Priolo Earthquake Fault Zone; however, similar to other areas located in seismically active Southern California, the Project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected more by ground shaking than any other area in the region. The Project would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements. This includes codified sections within the City of Montclair's Municipal Code under Section 10.08 (City of Montclair 2020a). Compliance with the CBC and all other applicable building and engineering standards would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project site. Therefore, impacts associated with seismic ground shaking would be less than significant, and no further analysis will be conducted in the Draft EIR.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction is a seismically induced form of ground failure. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. According to the County of San Bernardino General Plan, Geologic Hazards Overlay, the Project site is not located within an area of liquefaction susceptibility (County of San Bernardino 2009). In addition, the Project would comply with the most recent version of the CBC, which contains universal standards to be implemented to ensure structural integrity regardless of the characteristics of the soils that underlie the Project site. Therefore, impacts associated with seismic ground failure would be less than significant, and no further analysis will be conducted in the Draft EIR.

iv) Landslides?

Less-than-Significant Impact. The majority of the Project site is relatively flat and is not located adjacent to any potentially unstable topographical feature such as a hillside or riverbank. The northeastern corner of the Project site contains a City-owned slope easement that is part the foundation for the Ramona Avenue and State Street overcrossing. This slope contains engineered and compacted fill and is supported by

concrete and steel reinforcements. The Project would not require modifications to this slope or supporting structures, and thus, would not result in the potential for landslides to occur. Therefore, impacts associated with landslides would be less than significant, and no further analysis will be conducted in the Draft EIR.

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

Less-than-Significant Impact. The Project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, Project construction activities must comply with all applicable federal, state, and local regulations for erosion control. The Project would be required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since Project construction activities would disturb one or more acres, the Project must adhere to the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The NPDES Construction General Permit requires implementation of a stormwater pollution prevention plan, which would include construction features for the project (i.e., best management practices [BMPs]) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. Therefore, construction impacts associated with soil erosion would be less than significant, and no further analysis will be conducted in the Draft EIR.

Once redeveloped, the Project site would include buildings, paved surfaces, and other on-site improvements that would stabilize and help retain on-site soils. The remaining portions of the Project site containing pervious surfaces would primarily consist of landscape areas. These landscape areas would include a mix of trees, shrubs, plants, and groundcover that would help retain on-site soils while preventing wind and water erosion from occurring. Therefore, operational impacts related to soil erosion would be less than significant. No further analysis will be conducted in the Draft EIR.

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

Less-than-Significant Impact. As discussed in further detail below, the Project would not result in result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As previously discussed, although the Project site contains a slope within its northeastern corner, this slope is structurally reinforced and the Project would not result in modifications that could potentially affect the structural integrity of the slope; therefore the Project would not be susceptible to landslides and would not result in in- or off-site landslides. Impacts would be less than significant.

As part of the Project design process, a site-specific Geotechnical Investigation was conducted for the Project site (Southern California Geotechnical 2019) to identify Project design features that may be necessary to ensure compliance with the CBC and to address seismic design considerations. As part of the Project and as recommended by the Geotechnical Investigation, remedial grading will occur within the proposed building areas to remove undocumented fill that underlies the Project site, and these soils will be replaced with compacted fill soils. As a result of these grading activities (which are both part of the Project and required by the CBC), the Project would not be susceptible to the effects of any potential lateral spreading and subsidence. Impacts would be less than significant. In addition, as addressed earlier, the Project site is not within an area susceptible to liquefaction. Impacts would be less than significant.

Because the Project would not result in in- or off-site landslides, would implement structural design features to ensure the structural integrity of soils despite their potential for lateral spreading and subsidence, and is not located within an area susceptible to liquefaction, the Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. In addition, the Project would comply with the most recent version of the CBC, which contains universal standards to be implemented to ensure structural integrity regardless of the Project site's specific soil characteristics. Compliance with the CBC would ensure the structural integrity in light of seismic-related issues experience at the Project site. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

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

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Much of the 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 amount of clay in the soil. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

According to the City's General Plan, the soil types in the Montclair area are categorized as having a low soil shrink/swell rate (City of Montclair 1999). In addition, the U.S. Department of Agriculture's Web Soil Survey does not identify the Project site or surrounding area as containing clay soils, which are typically expansive. The Project site is documented as approximately 90% Hanford coarse sandy loam and approximately 10% Tujunga loamy sand, which does not exhibit significant shrink/swell behavior (USDA 2020). Therefore, impacts associated with expansive soils would be less than significant, and no further analysis will be conducted in the Draft EIR.

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

No Impact. The Project would connect to the existing municipal sewer system. The Project does not propose the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with the underlying soils' ability to support the use of septic tanks or alternative waste water disposal systems would occur, and no further analysis will be conducted in the Draft EIR.

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

Potentially Significant Impact. According to the City's General Plan, development activities occurring within the City have the potential for paleontological finds during an earthwork (City of Montclair 1999). As such, construction activities associated with the Project have the potential to unearth potentially significant paleontological resources. Further cultural resources analysis is required to determine whether the Project could potentially result in any adverse effects related to paleontological resources. Therefore, this issue will be analyzed further in the Draft EIR.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Global climate change is a cumulative impact; a project has a potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resources Agency, which noted in its public notice for the proposed CEQA amendments that the evidence indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the Final Statement of Reasons for Regulatory Action for amendments to the CEQA Guidelines confirms that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b).

Construction and operations would involve activities that would generate both short-term and long-term GHG emissions. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to GHGs. Therefore, these issues will be analyzed in the Draft EIR.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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

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

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

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

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

Potentially Significant Impact. There is one existing school located within one-quarter mile of the Project site. Howard Elementary School is located approximately 0.2 mile away from the Project site. Project construction and operations would involve activities that may transport, use, and handle hazardous and potentially hazardous materials. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to hazardous materials. Therefore, these issues will be analyzed in the Draft EIR.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Hazardous Waste and Substances Sites list (Cortese List) is a planning document providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List (CalEPA 2020). A review of Cortese List online data resources does not identify hazardous materials or waste sites on the Project site or immediately surrounding area (DTSC 2020). Therefore, no impacts associated with Cortese List hazardous materials sites would occur, and this issue will not be evaluated further in the Draft EIR.

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

Less-than-Significant Impact. The nearest operational public-use airport to the Project site is Cable Airport (Upland), which is located approximately 3.5 miles northeast of the Project site. According to the Land Use Compatibility Plan for the Cable Airport, the Project site is not located within the Airport Influence Area (ALUC 1981).

In addition, Ontario International Airport is located approximately 5 miles east of the Project site. The Project site is located within the Airport Influence Area (as shown in Policy Map 2-1) of the Ontario International Airport and is subject to the Ontario Airport Land Use Compatibility Plan (ALUCP) (City of Ontario 2011). Policy Map 2-2, Safety Zones, of the Ontario ALUCP identifies the geographic locations of Safety Zones (City of Ontario 2011); however, the Project is located outside of the established Safety Zones and would not result in safety hazards for people residing or working in the Project area.

The Project was also evaluated for hazards to aircraft in flight utilizing by Policy Map 2-4, Airspace Obstruction Zones, of the Ontario ALUCP, which identifies height restrictions of proposed structures or buildings. The Project site is located within an allowable height area of greater than 200 feet. While the Project's ultimate architectural elevations have not yet been determined (and a final height has not been determined), the Project's buildings would be one story and would not come close to approaching the established allowable height threshold in the area. Therefore, impacts associated with airport and aircraft hazards and noise would be less than significant, and this issue will not be evaluated further in the Draft EIR.

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

Less-than-Significant Impact. The City adopted an emergency operations plan that follows the California Office of Emergency Services' multi-hazard functional planning guidelines. The City's Emergency Operations Plan was approved by the California Emergency Management Agency on September 26, 2009 (City of Montclair 2002). The City's existing emergency operations plan includes a basis for conducting and coordinating operations in the management of critical resources during emergencies; a mutual understanding of authority, responsibilities, functions, and operations of civil government emergencies; and a basis for incorporating into the city emergency organization, nongovernmental agencies and organizations having resources necessary to meet foreseeable emergency requirements (City of Montclair 1999). Additionally, mutual aid/automatic aid and cooperation with surrounding jurisdictions will occur in accordance with the California master Mutual Aid Agreement. The City's Fire Department has mutual aid and automatic aid agreements with all surrounding communities, has enhanced emergency services response protocols with the City of Upland, and is a member of the San Bernardino County Fire Department CONFIRE Joint Powers Authority for emergency dispatch services (City of Montclair Agenda Report 2013). CONFIRE is a multi-agency emergency fire- and medical service-only dispatch center that provides direct fire/EMS dispatch services 24 hours, 7 days a week. CONFIRE Joint Powers Authority also functions as the Operational Area's dispatch for the County (City of Montclair 2014). The Project shall comply with the City's Emergency Operations Plan. The City's General Plan identifies key roadways within the Circulation Element with regional access to serve as evacuation routes in the event of a regional emergency. Two major roadways are located adjacent to the Project site: Mission Boulevard is classified as a major divided roadway, and Ramona Avenue is classified as a major arterial highway, connecting to Holt Boulevard, another major arterial highway, to the north (City of Montclair 1999). In the event of an emergency, these major roadways would serve as routes for emergency response and, if necessary, evacuation. Additionally, The San Bernardino County Transportation Authority, in conjunction with the City, recently completed grade separation projects at the intersection of Ramona Avenue and State Street, as well as the intersection of Monte Vista Avenue and State Street (one block east of the Project site), which will further facilitate north-south connectivity within the City. The Project does not propose any changes to the geometry of these roadways to the extent that these roadways' ability to serve as emergency evacuation routes would be compromised. As a result, the Project would not significantly affect emergency response or evaluation activities. Therefore, impacts associated with emergency response or evacuation plans would be less than significant, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by the California

Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2008; CAL FIRE 2007). In addition, the Project site is currently developed and located within a developed portion of the City of Montclair. Therefore, the Project would not expose people or structures to significant risk involving wildland fires. As such, no impacts associated with wildland fires would occur, and this issue will not be further evaluated in the Draft EIR.

3.10 Hydrology and Water Quality

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

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

Less-than-Significant Impact. Construction of the Project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the Project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the West State Street concrete open channel, San Antonio Creek, Chino Creek, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Because land disturbance for Project construction activities would exceed one acre, the Project Applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction within the Project site. Specifically, the Construction General Permit requires that the following be kept on-site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issued by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations contained in Construction General Permit.

As such, through compliance with the Construction General Permit, the Project would not adversely affect water quality. Therefore, short-term construction impacts associated with water quality would be less than significant, and this issue will not be further evaluated in the Draft EIR.

With respect to Project operation, future uses on-site that could contribute pollutants to stormwater runoff in the long term include uncovered parking areas (through small fuel and/or fluid leaks), uncovered refuse storage/management areas, landscape/open space areas (if pesticides/herbicides and fertilizers are

improperly applied), and general litter/debris (e.g., generated during facility loading/unloading activities). During storm events, the first few hours of moderate to heavy rainfall could wash a majority of pollutants from the paved areas where, without proper stormwater controls and BMPs, those pollutants could enter the municipal storm drain system before eventually being discharged to adjacent waterways (in this case, the West State Street concrete open channel, San Antonio Creek, Chino Creek, the Prado Flood Control Basin, the Santa Ana River, and its discharge into the Pacific Ocean). The majority of pollutants entering the storm drain system in this manner would be dust, litter, and possibly residual petroleum products (e.g., motor oil, gasoline, diesel fuel). Certain metals, along with nutrients and pesticides from landscape areas, can also be present in stormwater runoff. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year ("first flush") would likely have the largest concentration of pollutants.

Stormwater quality within the Santa Ana Region (of which the Project site is a part) is managed by the Santa Ana Regional Water Quality Control Board, which administers the *NPDES Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region* (Municipal Separate Storm Sewer System [MS4] Permit). The MS4 Permit covers 17 cities and most of the unincorporated areas of San Bernardino County within the jurisdiction of the Santa Ana RWQCB. Under the MS4 Permit, the San Bernardino County Flood Control District is designated as the Principal Permittee. The Co-Permittees are the 17 San Bernardino County cities, including the City of Montclair, and San Bernardino County. The MS4 Permit requires Co-Permittees, including the City of Montclair, to implement a development planning program to address stormwater pollution. These programs require project applicants for certain types of projects to implement a Water Quality Management Plan (WQMP) throughout the operational life of each projects. The purpose of a WQMP is to reduce the discharge of pollutants in stormwater and to eliminate increases in pre-existing runoff rates and volumes by outlining BMPs, which must be incorporated into the design plans of new development and redevelopment (SARWQCB 2010).

Per the MS4 Permit, and as described in the Water Quality Management Plan for the Santa Ana Region of San Bernardino County, a project-specific WQMP is required to manage the discharge of stormwater pollutants from development projects to the "maximum extent practicable" (County of San Bernardino 2013). The maximum extent practicable is the standard for control of stormwater pollutants, as set forth by Section 402(p)(3)(iii) of the Clean Water Act (CWA). However, the CWA does not quantitatively define the term maximum extent practicable. As implemented, maximum extent practicable varies with conditions. In general, to achieve the maximum extent practicable standard, co-permittees must require deployment of whatever BMPs are technically feasible (that is, are likely to be effective) and are not cost prohibitive. To achieve fair and effective implementation, criteria and guidance for those controls must be detailed and specific, while also offering the right amount of flexibility or exceptions for special cases. A project-specific WQMP's compliance with the requirement to achieve the maximum extent practicable standard is documented within the project-specific WQMP through the completion of worksheets that document the feasibility or infeasibility of the deployment of BMPs.

As a Co-Permittee subject to the MS4 permit, the City is responsible for ensuring that all new development and redevelopment projects comply with the MS4 Permit, as required by Section 9.24, Storm Drain System Regulations, of the City's Municipal code (City of Montclair 2020a).

At this point in time, the Project's final stormwater management system has not yet been fully designed (and will likely be completed during the final engineering phase). However, as required by the MS4 Permit,

the Project will be required to manage and treat stormwater flows to maximum extent practicable to control pollutants, pollutant loads, and runoff volume emanating from the Project site by: (1) minimizing the impervious surface area and implementing source control measures, (2) controlling runoff from impervious surfaces using structural BMPs (e.g., infiltration, bioretention, and/or rainfall harvest and re-use), and (3) ensuring all structural BMPs are monitored and maintained for the life of the Project. As required by Section 9.24 of the City's Municipal Code (and as outlined within the City's NPDES Local Implementation Plan [City of Montclair 2011], City staff will review the Project's WQMP during the plan check process (concurrent with the review of the Project's Precise Plan of Design) to ensure the Project's treats and manages stormwater flows, and therefore, would not degrade water quality.

In addition, industrial facilities such as manufacturers, landfills, mining, steam generating electricity, hazardous waste facilities, transportation with vehicle maintenance, larger sewage and wastewater plants, recycling facilities, and oil and gas facilities are required to obtain coverage under the Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ (Industrial General Permit), which implements the federally required stormwater regulations in the state for stormwater associated with industrial activities. If the future end users of the Project site propose to operate a building as an industrial facility that would be required to obtain coverage under the Industrial General Permit, the end user would be required to seek coverage under the Industrial General Permit, which involves preparing a SWPPP for operational activities and the implementation of a long-term water quality sampling and monitoring program unless an exemption is granted. Mandatory compliance with the Industrial General Permit would further reduce water quality impacts during long-term operation of the Project to below a level of significance.

Furthermore, if the future end-users of the Project require the ability to discharge non-domestic wastewater into the City wastewater treatment system (e.g., in the case that manufacturing processes result in the need to discharge non-domestic wastewater), per Section 9.20, Sewer System, of the City's Municipal Code, the future end-user would be required to obtain an Industrial User Discharge Permit from the City (City of Montclair 2020a). The City Engineer, in reviewing applications for an Industrial User Discharge Permit, will ensure (1) that quality of the wastewater conforms to the requirements of Section 9.20, Sewer System of the City's Municipal Code; (2) all required pretreatment systems are approved by the City Engineer and it is demonstrated by the user that the systems can adequately achieve existing City point source limits or EPA categorical limitations, whichever are the more stringent, as well as having the capability to handle or to be easily modified to handle future requirements; (3) a City approved monitoring vault, manhole, or other approved monitoring station has been constructed or shall be constructed and has been included in the compliance time schedule; and (4) the City sewer system has adequate capacity for the volume of wastewater to be discharged. Therefore, given the permit requirements mandated by Section 9.20 of the City's Municipal Code (which have been adopted to mitigate potential impacts to wastewater treatment processes), any potential future industrial operations at the Project site would not result in waste discharge violations.

With respect to groundwater quality, the Project would be required (via compliance with the MS4 Permit) to include BMPs that would allow for stormwater to be collected and treated in bio-filtration basins. Depending on the subgrade layers that underlie a project site, these BMPs may be designed to allow for stormwater flows to infiltrate soils and recharge groundwater. During the final engineering phase, the proposed locations for the structural BMPs will be thoroughly tested for potential infiltration opportunities and will be implemented if possible. If determined to be feasible, the structural BMPs would treat stormwater flows prior to infiltration, ensuring that flows infiltrating groundwater aquifers do not result in adverse effects to groundwater quality. Moreover, flows entering these structural BMPs, if implemented as infiltration

locations, would be typical of runoff collected from a commercial development and would not contain substantial quantities of pollutants that could not be appropriately treated by the proposed BMPs.

In summary, Project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed through a mixture of strategies that would be designed to remove pollutants from on-site runoff prior to discharge into the storm drain system to the maximum extent practicable, as required by MS4 and as will be demonstrated in the project-specific WQMP. Therefore, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and water quality impacts would be less than significant. This topic will not be further evaluated in the Draft EIR.

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

Less-than-Significant Impact. The Project site is located within the Chino Basin Water Conservation District. Water services are provided by the Monte Vista Water District, which provides water for the City (CBWCD 2020). According to the Monte Vista Water District (District) 2015 Urban Water Management Plan, the District receives its water supply from four sources: groundwater from the Chino Groundwater Basin (Chino Basin), imported State Water Project surface water, entitlement water deliveries from the San Antonio Water Company, and recycled water from Inland Empire Utilities Agency (Monte Vista Water District 2016). As such, the Project area is supplied partially by groundwater supplies from the local Chino Basin. Furthermore, the District's primary source of water supply is the Chino Groundwater Basin, which has a total underground water storage capacity of approximately 6 million acre-feet and currently holds approximately 5 million acre-feet of groundwater (Monte Vista Water District 2016). The Chino Basin Judgement, adopted by the California Superior Court of 1978, designated a safe yield for the basin of 140,000 acre-feet as the allowable amount of groundwater that can be pumped each year without causing undesirable results. The Chino Basin Judgment permits the Chino Basin Watermaster to levy and collect annual assessments in amounts sufficient to purchase replenishment water to replace production during the preceding year that exceeds that allocated share of safe yield/operating safe yield (Monte Vista Water District 2016).

The District's total annual Chino Basin production rights vary based on the Watermaster's allocation of unused Agricultural Pool rights, purchases from other producers, and other factors. In the 2015 Fiscal Year Ending, the District's total rights were equal to approximately 14,217 acre-feet, and the District under produced by 6,197 acre-feet. While the District has under produced currently from the basin, the District has in the past and may in the future be an overproducer if required to do so. The consequence for pumping above the production rights is purchasing the additional water to replenish the basin, as governed by the Chino Basin Watermaster (Monte Vista Water District 2016).

Groundwater levels within these basins are both individually and collectively monitored by their respective watermasters to prevent future overdraft of the groundwater basins. Legal, regulatory, and other mechanisms are currently in place to ensure that the amount of groundwater pumped in the broader project region does not exceed safe yields/operating safe yields.

As will be explained in further detail in Section 3.19, Utilities and Service Systems, the Project's overall water consumption and the availability of supplies will be discussed in further detail in the draft EIR; however, given

that the all extraction of groundwater for use by the District is actively managed to prevent overdraft, ensure the long-term reliability of the groundwater basins, and avoid adverse effects to groundwater supplies, the Project's use of water supplies that could be composed, at least in part, of groundwater, would not result in adverse effects to groundwater supplies. Therefore, impacts associated with groundwater supplies would be less than significant. This topic will not be further evaluated in the Draft EIR.

In addition, the Project site is entirely developed. Under the existing condition, the Project site does not allow for significant groundwater recharge and does not share any characteristics with locations typically associated with groundwater recharge (e.g., earthen bottom creeks and streams, lakes, and spreading basins). Following construction, the Project site would contain landscape areas and other pervious surfaces that would allow for a similar, if not greater, percentage of water to percolate into the subsurface soils compared to the existing conditions. Therefore, impacts associated with groundwater recharge would be less than significant, and this issue will not be further evaluated in the Draft EIR.

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

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

Less-than-Significant Impact. Under the existing conditions, the Project site is developed with buildings and a large asphalt-paved parking lot used for a drive-in movie theatre and swap-meet. The Project would result in the demolition and removal of the existing asphalt and structures on the Project site and the construction of new paved surfaces, warehouse buildings, and landscape areas. The Project would also include a new engineered stormwater drainage system that would feature structural BMPS such as retention facilities to treat and manage storm water flows before conveying them into the City's public storm drain system. While the Project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, demolition and construction activities would inevitably result in changes to the internal drainage patters of the site. However, the Project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the Project's WQMP would be required to demonstrate that the Project's stormwater system can attenuate 2-year storm runoff flows (see discussion below for a discussion of the capacity of the stormwater system), thereby reducing the potential for the Project to result in stormwater flows off-site that could result in erosion on or off site. Additionally, the Project's structural BMPs would be designed such any potential sediments collected on-site are captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that they would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the Project site would be less than significant, and this issue will not be further evaluated in the Draft EIR.

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

Less-than-Significant Impact. Under the existing conditions, the Project site is developed with buildings and a large asphalt-paved parking lot used for a drive-in movie theatre and swap-meet. The Project would result

in the demolition and removal of the existing asphalt and structures on the Project site and the construction of new paved surfaces, warehouse buildings, and landscape areas. The Project would include a new engineered stormwater drainage system that would feature structural BMPS such as retention facilities to treat and manage storm water flows before conveying them into the City's public storm drain system. While the Project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, demolition and construction activities would inevitably result in changes to the internal drainage patters of the site. However, the Project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. The MS4 Permit requires that Projects be designed to attenuate a 2-year, 24-hour storm event. A Project's WQMP would be required to demonstrate this capability using the methodology outlined in the Technical Guidance Document for Water Quality Management Plans (SARWQCB 2013). As discussed previously, the Project's final stormwater management system has not yet been fully designed at this point in time (and will likely be completed during the final engineering phase). However, City staff will review the Project's WQMP during the plan check process (concurrent with the review of the Project's Precise Plan of Design) to ensure the Project's future stormwater system is capable of stormwater flows such that flooding on or off site would not occur. As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the Project site would be less than significant, and this issue will not be further evaluated in the Draft EIR.

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

Less-than-Significant Impact. As discussed above, the Project would inevitably alter the drainage patters of the Project site; however, the Project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality, including the current MS4 Permit adopted by the Santa Ana RWQCB. Per the requirements of the MS4 Permit, the Project's WQMP will be required to demonstrate the future stormwater system can adequately treat and manage stormwater flows such that they would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, City staff will review the Project's WQMP during the plan check process (concurrent with the review of the Project's Precise Plan of Design) to ensure the Project's complies with all requirements of the MS4 Permit.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the Project site would be less than significant, and this issue will not be further evaluated in the Draft EIR.

iv) impede or redirect flood flows?

No Impact. According to the Flood Insurance Rate Map No. 06071C8615H (FEMA 2020) for the Project area, the Project site is located within Zone X, which is defined by the Federal Emergency Management Agency as an area determined to be outside of the 0.2% annual chance floodplain. As such, the Project site is not located within a flood hazard area. Therefore, no impacts associated with impeding or redirecting flood flows would occur, and this issue will not be further evaluated in the Draft EIR.

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

No Impact. Due to the Project site not being located within a flood hazard zone or along the coast, and because of the lack of nearby large contained waterbody (e.g., a reservoir or similar), the Project would not be susceptible to seiche, tsunami, or mudflow. Therefore, no impacts associated with flood hazards, seiche, tsunami, would occur, and this issue will not be further evaluated in the Draft EIR.

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

Less-than-Significant Impact. As previously discussed, the Project would comply with applicable water quality-regulatory requirements, including the implementation of a SWPPP, stormwater BMPs, and Low Impact Development design, which would minimize potential off-site surface water quality impacts and contribute to a reduction in water quality impacts. In addition, with compliance with these regulatory requirements, the Project would reduce potential water quality impairment of surface waters such that existing and potential beneficial uses of key surface water drainages throughout the jurisdiction of the Santa Ana RWQCB Basin Plan would not be adversely impacted. As a result, the Project would not conflict with or obstruct the Santa Ana RWQCB Basin Plan.

With respect to groundwater management, the Sustainable Groundwater Management Act empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. A Groundwater Sustainability Plan is currently being established for Chino Basin Water Conversation District, as it was determined to be a high priority basin. Until that plan is approved, a GWMP has been established to ensure sustainable management of the Santa Clara River Valley East Groundwater Basin. In addition, given that the Project would rely on domestic water supplies originating from a variety of sources, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As such, the project would not conflict with or obstruct any groundwater management plans. Therefore, impacts associated with water quality control plans or Groundwater Sustainability Plans would be less than significant, and this issue will not be further evaluated in the Draft EIR.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a) Would the project physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area.

Under the existing condition, the Project site is developed land and is not used as a connection between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways. As such, the Project would not impede movement within the Project area, within an established community, or from one established community to another. In addition, the Project would include the construction of a new roadway, which would connect the existing Third Street to the west and Dale Street to the east, through the Project site. Implementation of the Project would increase connectivity within the established Project site vicinity from existing conditions. Therefore, no impacts associated with the division of an established community would occur, and this issue will not be evaluated further in the Draft EIR.

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

Potentially Significant Impact. Development of the Project would result in the introduction of eight new buildings and associated improvements on a developed property used as a drive-in theatre, swap-meet, accessory offices, and industrial buildings. Project implementation could potentially result in impacts related to land use and planning. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to land use and planning. Therefore, these issues will be analyzed in the Draft EIR.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

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

Less-than-Significant Impact. As discussed in the City's General Plan, within the Los Angeles region, potentially useful minerals have been covered by urban expansion. The loss of these resources has been

addressed through the Surface Mining and Reclamation Act of 1975, which identifies an inventory of mineral resources. Although sand and gravel operations historically occurred throughout the City, mining activities have ceased, and reactivation is deemed infeasible based on current technologies (City of Montclair 1999). Furthermore, the Department of Conversation, Division of Mines and Geology Special Report 143 classified the mineral land within the Project site's vicinity as MRZ-3, defined as areas containing mineral deposits that cannot be evaluated from available data (DOC 1984). Since no significant mineral resources have been identified within the Project site's vicinity, implementation of the Project would not adversely affect the availability of known mineral resources. Therefore, impacts associated with mineral resources would be less than significant, and no further analysis will be conducted in the Draft EIR.

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

Less-than-Significant Impact. As discussed in the City's General Plan, within the Los Angeles region, potentially useful minerals have been covered by urban expansion. The loss of these resources has been addressed through the Surface Mining and Reclamation Act of 1975, which identifies an inventory of mineral resources. Although sand and gravel operations historically occurred throughout the City, mining activities have ceased, and reactivation is deemed infeasible based on current technologies (City of Montclair 1999). Furthermore, the Department of Conversation, Division of Mines and Geology Special Report 143 classified the mineral land within the Project site's vicinity as MRZ-3, defined as areas containing mineral deposits that cannot be evaluated from available data (DOC 1984). Since no significant mineral resources have been identified within the Project site's vicinity, implementation of the Project would not adversely affect the availability of a locally important mineral resource recovery site. Therefore, impacts associated with mineral resources would be less than significant, and no further analysis will be conducted in the Draft EIR.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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

Potentially Significant Impact. Implementation of the Project would result in two primary types of potential noise impacts: short-term (i.e., temporary) noise during construction and long-term noise during proposed future on-site land uses. These land uses could be impacted by noise from Project construction and operation, as well as existing and Project-related traffic.

Noise-generating sources in the City are regulated in Section 6.12 of the City's Municipal Code (City of Montclair 2020a). The noise limits apply to noise generation from one property to an adjacent property. The noise level limits depend on time of day, duration of the noise, and land use.

According to Section 6.12 of the City's Noise Ordinance (City of Montclair 2020a), noise associated with construction, repair, remodeling, or grading of any real property are exempt, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on any given day and provided that the City Building Official determines that the public health and safety will not be impaired. It is possible that construction and operational activities could exceed the noise levels of relevant City thresholds, and state and federal guidance thresholds; therefore, there could be a potentially significant impact. This issue will be analyzed in the Draft EIR.

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

Potentially Significant Impact. Construction activities could generate or expose persons to excessive ground-borne vibration or ground-borne noise levels that exceed the groundborne vibration and noise thresholds established by the City of Montclair. Vibration is very subjective, and some people may be annoyed at continuous vibration levels near the level of perception (or approximately a peak particle velocity of 0.01 inch/second). The Project may generate excessive groundborne vibration or noise levels, and as such, this issue is considered potentially significant and will be analyzed in the Draft EIR.

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

No Impact. The nearest operational public-use airport to the Project site is Cable Airport (Upland), which is located approximately 3.5 miles northeast of the Project site. According to the Land Use Compatibility Plan for the Cable Airport, the Project site is not located within the Airport Influence Area (ALUC 1981).

In addition, Ontario International Airport is located approximately 5 miles east of the Project site. The Project site is located within the Airport Influence Area (as shown in Policy Map 2-1) of the Ontario International Airport and is subject to the Ontario ALUCP (City of Ontario 2011). Policy Map 2-3, Noise Impact Zones, of the Ontario ALUCP identifies projected noise levels for areas surrounding the Ontario Airport. Table 2-3, Noise Criteria, of the Ontario ALUCP, identifies the compatibility of uses for each of the corresponding noise contour zones in Policy Map 2-3. According to the Policy Map 2-3, the Project site is partially located within the 60–65 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour area. According to Table 2-3, Noise Criteria, of the Ontario ALUCP, Industrial, Manufacturing, and Storage Uses are normally compatible uses within the 60–65 dB CNEL noise contour area. Therefore, because the Project would result in a use deemed to be compatible with the 60-65 dB CNEL noise contour area, the Project would not expose people residing or working in the project area to excessive noise levels. Therefore, impacts associated with public airport noise would be less than significant, and no further analysis will be conducted in the Draft EIR.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Less-than-Significant Impact. The Project involves construction and operation of eight new buildings, which would require temporary construction and a permanent operational workforce, both of which could

potentially induce population growth in the Project area. The temporary workforce would be needed to construct the new buildings and associated on-site improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction. These short-term positions are anticipated to be filled primarily by construction workers who reside in the Project site's vicinity; therefore, construction of the Project would not generate a permanent increase in population within the Project area.

In terms of operational employees, because the future tenants are not known yet, the number of jobs that the Project would generate cannot be precisely determined, but can be estimated. For purposes of this analyses, employment estimates were calculated using average employment density factors reported by Southern California Association of Governments (SCAG). SCAG reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs supported is one employee (SCAG 2001). The project would include approximately 514,269 square feet of flexible industrial space. As such, the estimated number of employees required for operation would be approximately 248 persons.

According to the SCAG Demographic and Growth Forecast, located as an appendix of the SCAG Regional Transportation Plan/Sustainable Communities Strategies, employment in the City of Montclair is anticipated to grow from 19,300 in 2016 to 20,900 in 2045 (SCAG 2019). Thus, the Project's 248 new employees would represent a relatively small percentage of this projection and, thus, is consistent with anticipated future employment projections within the City. Therefore, the Project would not stimulate population growth or population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant, and no further analysis will be conducted in the Draft EIR.

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

No Impact. Given that no residential uses are located on the Project site, and because residential uses are not allowed under the current zoning, the Project would not displace existing housing, nor would it impede future residential development potential. Therefore, no impacts associated with the displacement of people or housing would occur, and no further analysis will be conducted in the Draft EIR.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire protection?

Less-than-Significant Impact. Fire prevention and emergency services for the City is provided by the City of Montclair Fire Department (Fire Department), operating out of two stations located at 8901 Monte Vista Avenue (Fire Station #151) and 10825 Monte Vista Avenue (Fire Station #152), approximately 2.5-miles north and approximately 0.5 mile to the east of the Project site, respectively. According to the Fire Department, calls to service include structure fires, hazardous materials mitigation, medical calls, traffic accidents, and confined space rescue among other things (City of Montclair 2020c). The Fire Department's staff includes 18 firefighters, three chief officers, a public safety director, and one fire investigator, one administrative technician, and one part-time receptionist (City of Montclair 2020c). According to the Fire Department, Fire Station #151 (8901 Monte Vista Avenue) is equipped with a three-person engine, a Type 1 engine, and will soon have a quint with a 100-foot aerial ladder and platform (City of Montclair 2020c). Fire Station #152 (10825 Monte Vista Avenue) is equipped with one chief officer (stationed at Fire Station 151), a crew of three fire suppression/public safety personnel, including a fire captain, fire engineer, and firefighter/paramedic. Station #152 currently operates with a 2014 KME Type 1 fire engine in service along with a 2000 KME Type 1 reserve engine. Station #152 also houses a lighting unit, which is used to carry urban search and rescue equipment (City of Montclair 2020c). The Fire Department has an average response time of 6 minutes and 13 seconds for medical emergencies and a response time of 6 minutes and 53 seconds for structural fires. Response goals are currently being met by the Montclair Fire Department (City of Montclair 2020c).

The Fire Department participates in an "All Hazard" emergency aid system (through mutual aid agreements) with the fire departments from the surrounding communities of Chino, Upland, Ontario, Rancho Cucamonga, San Bernardino County, and Los Angeles County.

The Fire Department currently serves the Project site and provides emergency response services as required. Under existing conditions, the drive-in theater portion of the Project site has the capacity to support approximately 1,450 cars. If it were to be conservatively assumed that there were only one drive-in theater patron per car, it could be estimated that the Project site could support a population of up to roughly 1,450 persons. This represents a conservative estimate as each car is likely to support more than one person, and this estimate does not account for employees of the drive-in theater or other businesses on the Project site.

As discussed previously, upon implementation of the Project, an estimated 248 persons would be employed at the Project site. Given the substantial reduction in persons at the Project site after implementation, it can be assumed that calls for service to the Project site would be reduced in comparison to existing conditions because there would be fewer people on the Project site during a given day compared with the existing conditions.

Additionally, the Project would be subject to the existing Fire Department requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as International Fire Code requirements. Implementation of these requirements would both mitigate the potential for fire services to be required and aid the Fire Department in the unlikely event a fire occurred.

The Project would also result in the payment of both developer's fees and property taxes, both of which would result in additional revenue available to the City and, indirectly, would result in increased revenue available to the Fire Department. Developer's fees cannot be used for personnel; however, assuming that the City routed increased property tax revenues to the Fire Department, impacts to the Fire Department as a result of the Project would be partially alleviated. Therefore, because the Project would result in a decrease in calls for service to the Project site, would be developed in accordance with existing requirements, and would result in increased revenue available to the Fire Department, impacts associated with Fire Department facilities, equipment, and personnel would be less than significant, and no further analysis will be conducted in the Draft EIR.

Police protection?

Less-than-Significant Impact. Police protection services in the City are provided by the Montclair Police Department (Police Department), which is headquartered on the northwest corner of Arrow Highway and Monte Vista Avenue, at 4870 Arrow Highway. The Police Department serves an approximately 5.5 square-mile community. The Police Department employs 53 sworn officers, 32 full and part-time civilian support personnel, including 5 reserve officers and 2 chaplains (City of Montclair 2020c). The Montclair Police Department treats all calls as priority calls; however, the response times vary based on the nature of the call, as shown in Table 4 below. The Police Department has a goal of 4-minute response times for Priority 1 calls, and 5-minute response times for Priority 2 calls. As of August 2019, Captain Jason Reed of the Montclair Police Department confirmed response time goals were being met (City of Montclair 2020c). In addition to patrolling, the Police Department also includes specialized assignments such as Detective Bureau, Narcotics Investigations Task Force, Motor Officer Program, Technical Services, Plaza Precinct Patrol, and School Resource Officer.

Table 4. Montclair Police Department's Response Times

Priority Call	Example	Average Response Time (July 2018 – July 2019)
Priority 1	In-progress crime and calls for medical emergencies.	5 minutes and 52 seconds
Priority 2	Calls for crime reports or medical service not in progress.	19 minutes and 12 seconds
Priority 3	Non-criminal calls and infractions e.g., illegal parking	38 minutes and 56 seconds

Source: City of Montclair 2020c.

Similar to fire protection services, it can be assumed that calls for service to the Project site would be reduced in comparison to existing conditions because there would be fewer people on the Project site during a given day compared with the existing conditions.

The Project would also result in the payment of both developer's fees and property taxes, both of which would result in additional revenue available to the City and, indirectly, would result in increased revenue available to the Police Department. Developer's fees cannot be used for personnel; however, assuming that the City routed increased property tax revenues to the Police Department, impacts to the Police Department as a result of the Project would be partially alleviated. Therefore, because the Project would result in a decrease in calls for service to the Project site and would result in increased revenue available to the Police Department, impacts associated with Police Department facilities, equipment, and personnel would be less than significant, no further analysis will be conducted in the Draft EIR.

Schools?

No Impact. The Project would not directly or indirectly induce substantial population growth in the City. It is not anticipated that people would relocate to the City as a result of the Project, and an increase in school-age children requiring public education is not expected to occur as a result of the Project. Nonetheless, all residential and non-residential development projects is subject to SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with AB 50, the Project Applicant would pay its fair share of impact fees based on the number/type of dwelling units. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts associated with school facilities would occur, and no further analysis will be conducted in the Draft EIR.

Parks?

No Impact. Given the lack of population growth as a result of the Project, neither construction nor operation of the Project would generate new residents to the extent that new or expanded park facilities would be required. Therefore, no impacts associated with park facilities would occur, and no further analysis will be conducted in the Draft EIR.

Other public facilities?

No Impact. The Project would not directly or indirectly induce substantial population growth in the City. As such, it is unlikely that the Project would increase the use of other public facilities such as libraries. Therefore, no impacts associated with libraries and other public facilities would occur, and no further analysis will be conducted in the Draft EIR.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

No Impact. The Project would construct eight new buildings and associated improvements. The Project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the Project area. As such, the Project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts associated with the use of existing recreational facilities would occur, and no further analysis will be conducted in the Draft EIR.

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

No Impact. The Project would construct eight new buildings and associated improvements. The Project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the Project area. As an industrial use, the Project does not propose recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur, and no further analysis will be conducted in the Draft EIR.

3.17 Transportation

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

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

Potentially Significant Impact. The Project could potentially generate increased traffic, which could adversely impact the performance of the local and regional circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project could conflict with an applicable plan, ordinance, or policy addressing the traffic circulation system. An increase in vehicle trips could result in potentially significant impacts. As such, a traffic impact analysis will be conducted and the results will be included in the Draft EIR.

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

Potentially Significant Impact. The Project has the potential to increase vehicle trips and resulting vehicle miles traveled, could conflict with the provisions of section 15064.3, subdivision (b). As such, impacts are considered potentially significant. A traffic impact analysis will be prepared to provide an analysis of regional transportation performance measures, including total vehicle trips and vehicle miles traveled, and the results will be included in the Draft EIR.

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

Potentially Significant Impact. The Project would modify existing roadways leading to the Project site. Additionally, the Project would create new circulation patterns on site. Impacts are considered potentially significant, and this issue will be analyzed further in the Draft EIR.

d) Would the project result in inadequate emergency access?

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

3.18 Tribal Cultural Resources

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

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

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities. Such activities could potentially have an adverse effect on currently unrecorded, unknown tribal cultural resources. In accordance with California AB 52 requirements, the City will initiate Tribal consultation, the results of which will be summarized in the Draft EIR. As such, further analysis and consultation is required to determine whether the Project could potentially result in any adverse effects related to tribal cultural resources. Therefore, these issues will be analyzed further in the Draft EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities. Such activities could potentially have an adverse effect on currently unrecorded, unknown tribal cultural resources. In accordance with California AB 52 requirements, the City will initiate Tribal consultation, the results of which will be summarized in the Draft EIR. As such, further analysis and consultation is required to determine whether the Project could potentially result in any adverse effects related to tribal cultural resources. Therefore, these issues will be analyzed further in the Draft EIR.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

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

Potentially Significant Impact. The Project could require the construction of new or expanded utility lines or connections to serve the Project site. Further analysis will be conducted to determine the projected utility demand and whether this demand would require construction of additional facilities. Impacts would be potentially significant, and further analysis is proposed in the Draft EIR

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

Potentially Significant Impact. The Project could potentially result in an increase in water demand. Further analysis is required to determine the expected water demands and whether the current water supplies are sufficient, or whether new or expanded entitlements would be needed. Impacts would be potentially significant, and further analysis is proposed in the Draft EIR

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

Potentially Significant Impact. The Project could potentially result in an increase in wastewater. Wastewater generated by the project would be handled by the Inland Empire Utilities Agency in conjunction with the City of Montclair Public Works Department. However, additional analysis needs to be conducted to determine if there is adequate capacity to serve the Project's future demand. Impacts would be potentially significant, and further analysis is proposed in the Draft EIR

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

Potentially Significant Impact. Once construction is completed, Project operations would generate solid waste, and as such, further analysis is required to determine the increase in solid waste generated by the Project. Impacts would be potentially significant, and further analysis is proposed in the Draft EIR.

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

Potentially Significant Impact. The Project would be required to comply with federal, state, and local statutes and regulations related to solid waste. Further investigation is required to confirm that the Project would comply with these regulations. Impacts would be potentially significant, and further analysis is proposed in the Draft EIR.

3.20 Wildfire

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

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

No Impact. The Project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2007). In addition, the Project site is currently developed and located within a developed portion of the City of Montclair. As discussed in Section 3.9, Hazards and Hazardous Materials, the Project would not significantly affect emergency response or evaluation activities and the Project would not conflict with or impair implementation of the City's Emergency Operations Plan. As such, the Project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL

FIRE 2008; CAL FIRE 2007). In addition, the Project site is currently developed and located within a developed portion of the City of Montclair. Further, the Project site contains only limited amounts of ornamental vegetation associated with existing landscaping and does not contain extensive amounts of vegetation or wildland fuel. Therefore, it is not anticipated that the Project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the Project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2007). In addition, the Project site is currently developed and located within a developed portion of the City of Montclair. The Project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, since the driveways would be surrounded by developed land on all sides. Further, the Project site is located in a predominantly developed area, and would connect to existing utilities. The Project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the Project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2007). As discussed in Section 3.8, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the Project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the Project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability. Further, the Project site is located within a developed portion of the City of Montclair that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the Project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur, and this issue will not be evaluated further in the Draft EIR.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐
d) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☒	☐	☐	☐

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

Potentially Significant Impact. The Project has the potential to degrade the quality of the environment, reduce the habitat of a plant or wildlife species, cause a plant or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal (see Section 3.4, Biological Resources). In addition, the Project may have the potential to eliminate important examples of California history or prehistory during grading activities due to the potential for unanticipated cultural resources (see Section 3.5, Cultural Resources). Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

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

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

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

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

d) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Potentially Significant Impact. The Project could result in the achievement of short term environmental goals at the disadvantage of long-term environmental goals. Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

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4.2 List of Preparers

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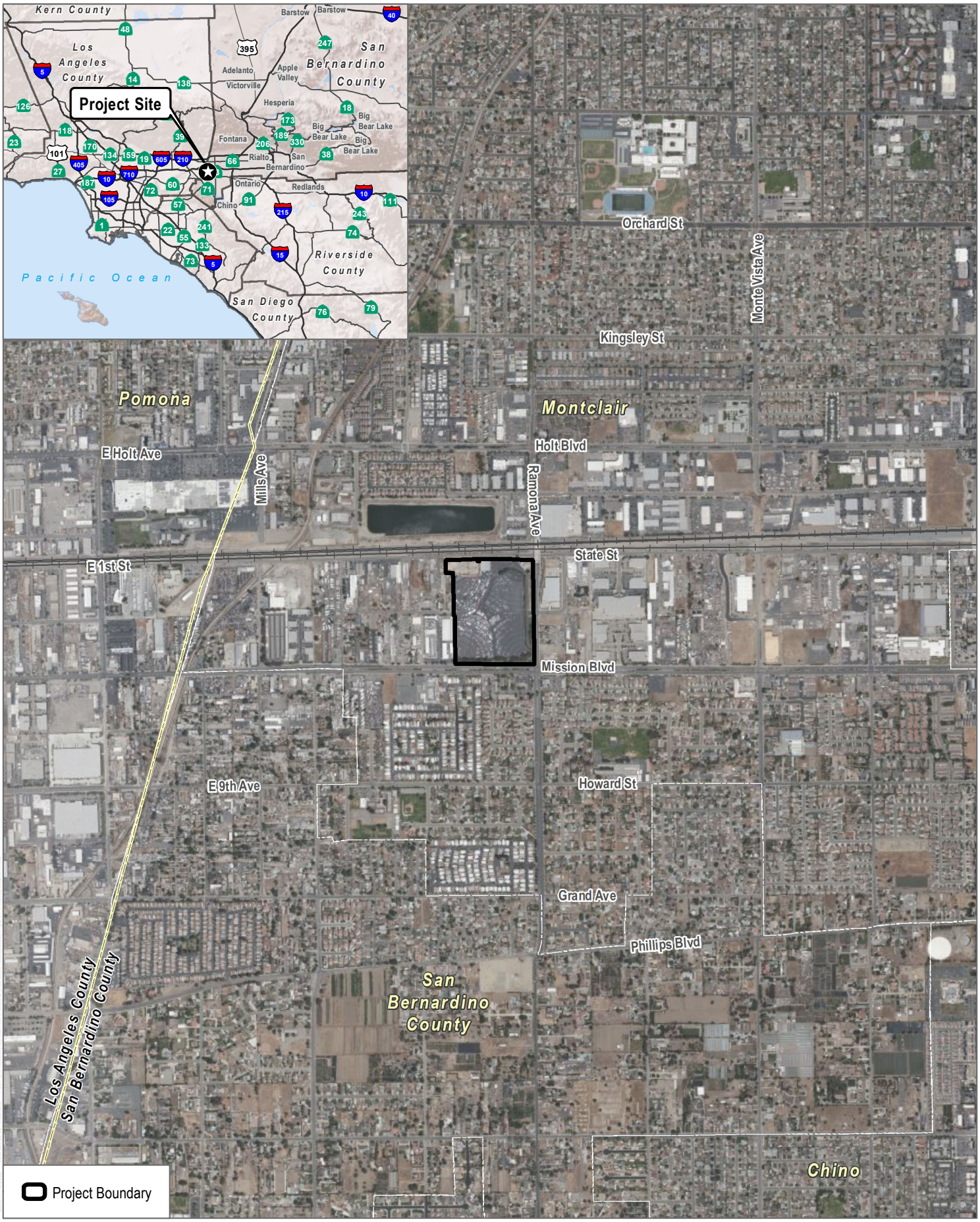

SOURCE: Bing Maps 2020; Open Street Maps 2020

DUDEK

0 750 1,500 Feet

FIGURE 1

Project Location

Mission Boulevard and Ramona Avenue Business Park Project

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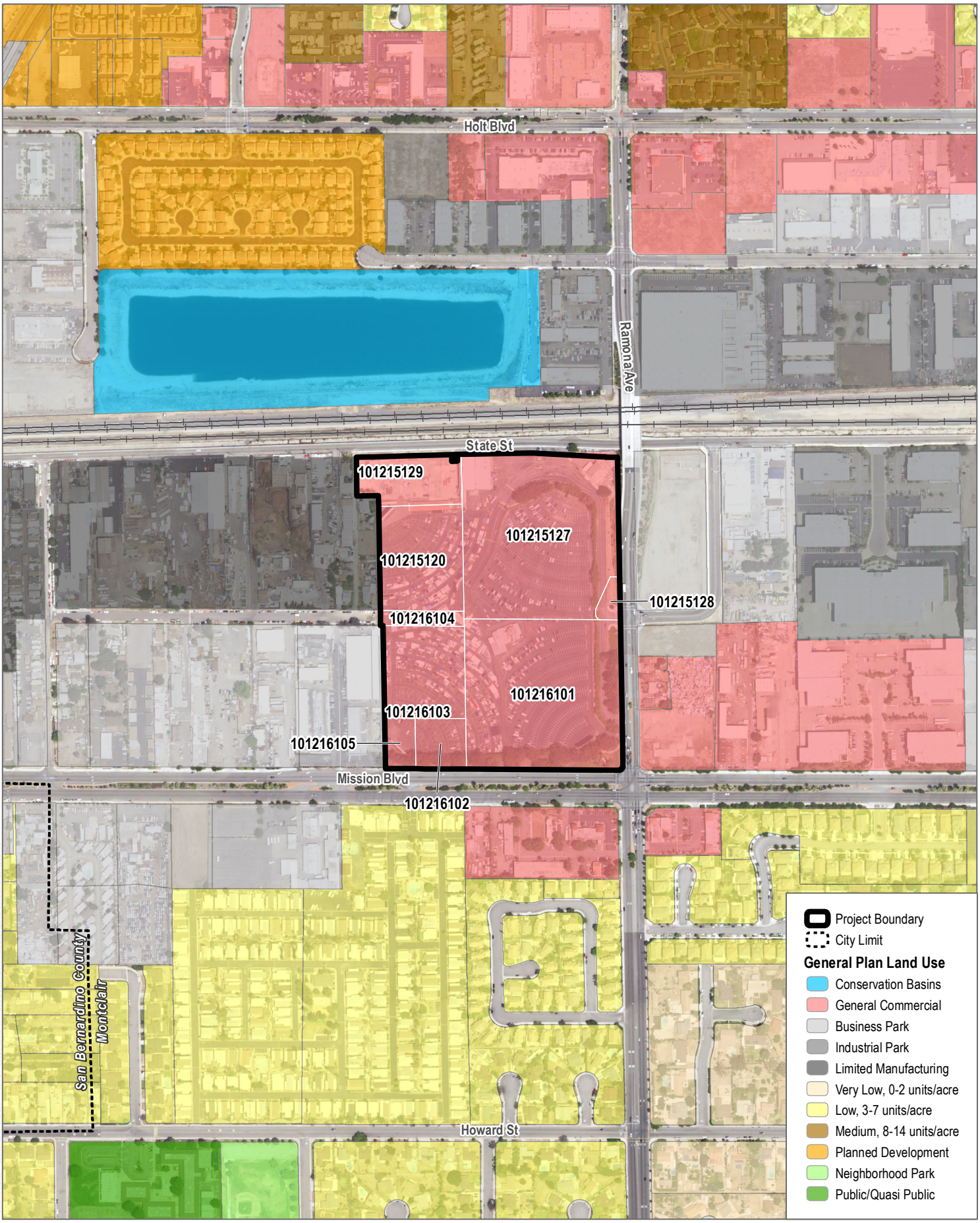

SOURCE: NAIP 2016; Open Street Maps 2020; City of Montclair 2013

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FIGURE 2

General Plan Land Use Designation

Mission Boulevard and Ramona Avenue Business Park Project

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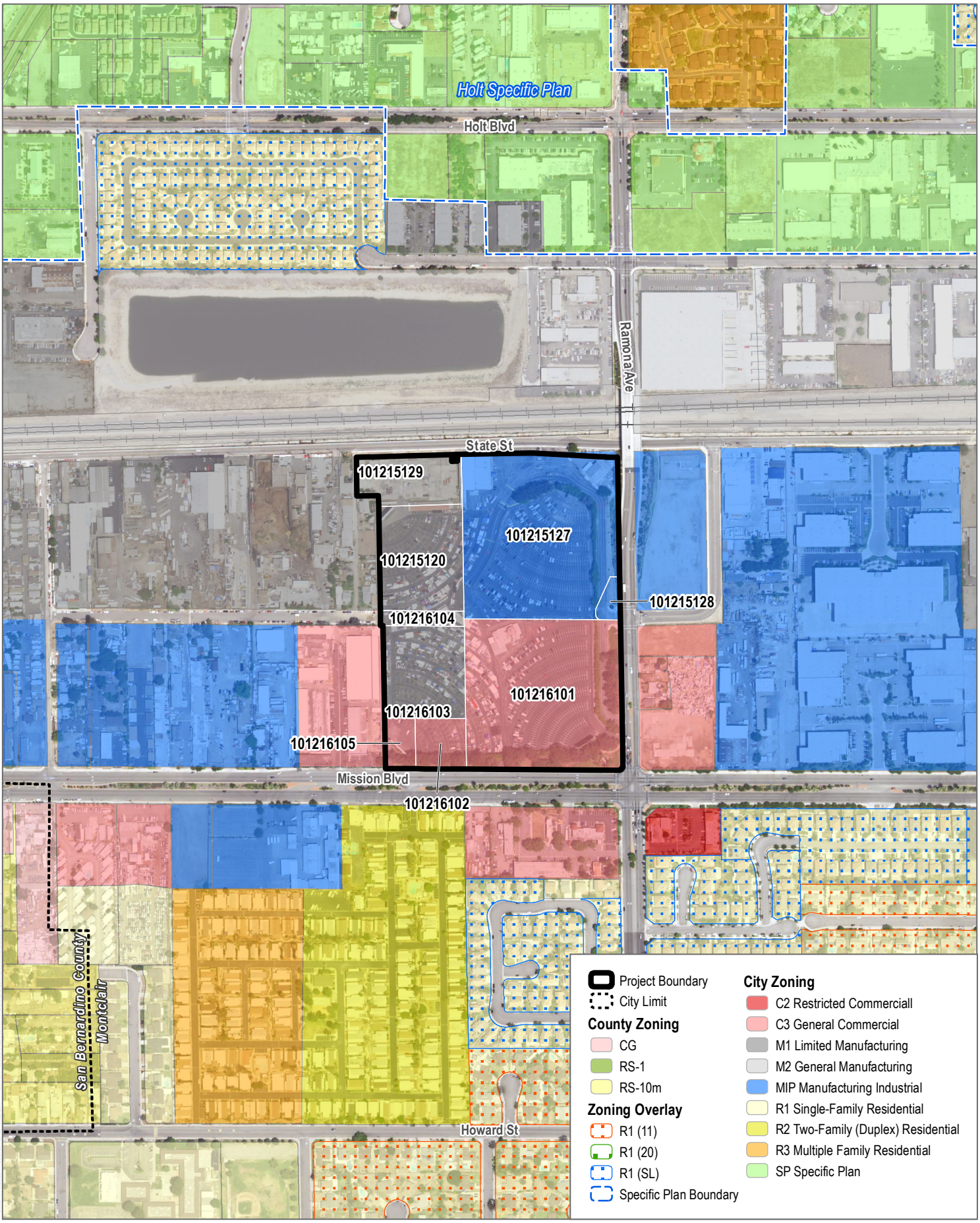

SOURCE: NAIP 2016; Open Street Maps 2020; City of Montclair 2018

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FIGURE 3

Zoning

Mission Boulevard and Ramona Avenue Business Park Project

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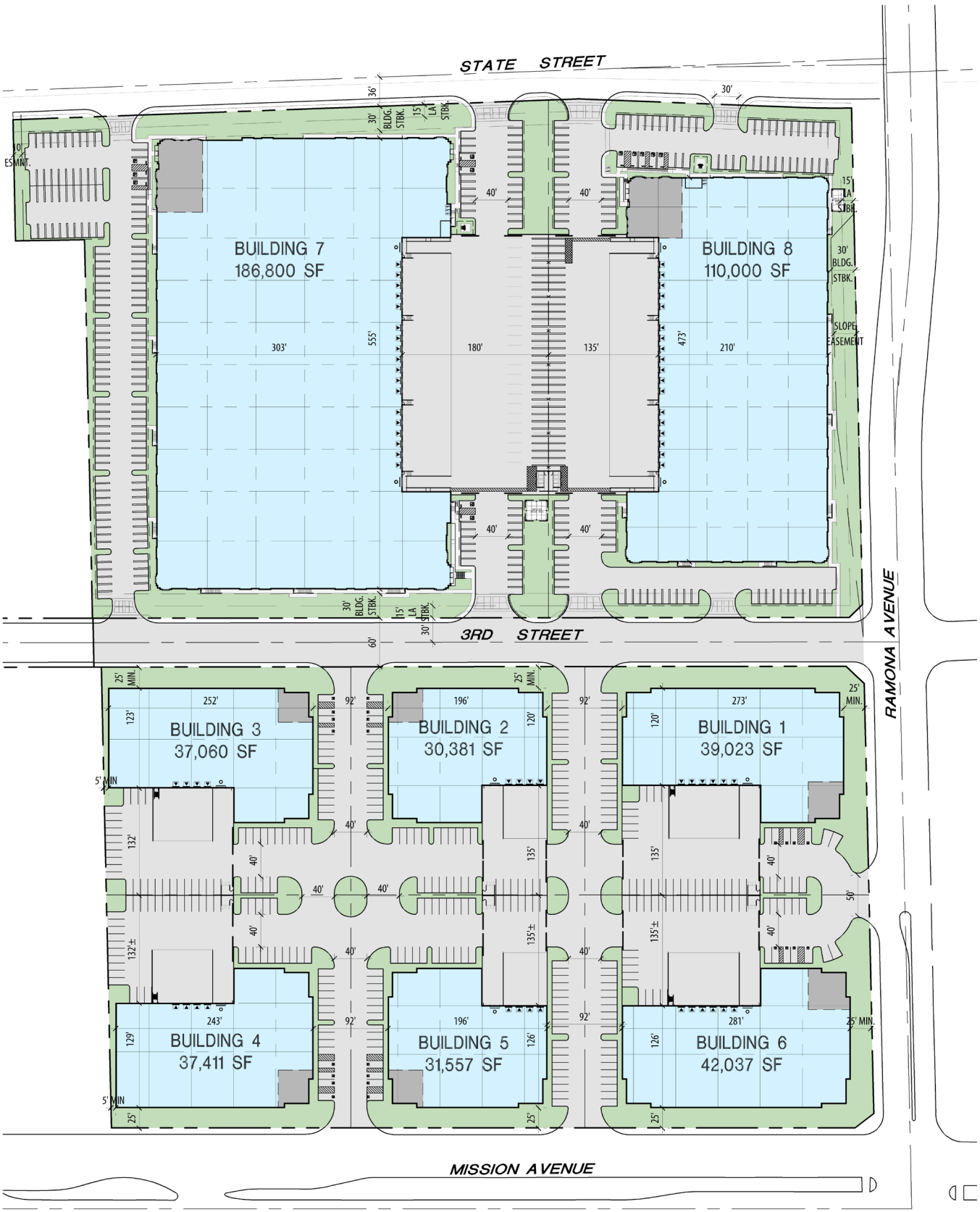

SOURCE: GAA Architects 2020

FIGURE 4

Site Plan

Mission Boulevard and Ramona Avenue Business Park Project

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