DIAMOND BAR TOWN CENTER SPECIFIC PLAN

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2018051066

PREPARED FOR:

CITY OF DIAMOND BAR
21810 COPLEY DRIVE
DIAMOND BAR, CA 91765

PREPARED BY:

SAPPHOS ENVIRONMENTAL, INC.
430 NORTH HALSTEAD STREET
PASADENA, CALIFORNIA 91107

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EXECUTIVE SUMMARY

This Draft Supplemental Environmental Impact Report (SIR) evaluates the potential impacts of the proposed Diamond Bar Town Center Specific Plan, referred to as the "refined project." The refined project was developed in response to policy direction provided by the Diamond Bar City Council, responsible agencies, and the City of Diamond Bar community. This Draft SIR has been prepared on behalf of the City of Diamond Bar (City), in accordance with the California Environmental Quality Act (CEQA). The City is the lead agency for this SIR, as defined by CEQA.

In 2019, the City adopted its General Plan 2040 which created a vision and a blueprint for development within the City through the year 2040. The General Plan 2040 includes a Town Center Mixed Use Land Use Designation and goals for a Town Center area to be established as a mixed-use area promoting walkability, retail and dining destinations, housing, and public spaces. The General Plan 2040 called for up to 900 dwelling units, 510,000 square feet (sf) of commercial development and 97 hotel rooms in the Town Center Area. The potential impacts of the City's General Plan 2040, including development within the Town Center Area, were analyzed in a Diamond Bar General Plan Update (General Plan 2040) and Climate Action Plan Program Environmental Impact Report (hereafter, Certified General Plan EIR) (State Clearinghouse No. 2018051066).

In 2022, the City adopted its 2021-2029 Housing Element Update. Among other things, the Housing Element Update called for the development of up to 1,350 dwelling units within the 45-acre Town Center Focus Area. The potential environmental impacts of the City's Housing Element Update, including development within the Town Center Area, were analyzed in an Addendum to the Certified General Plan EIR.[1] The General Plan buildout as modified by the Housing Element Update and the Land Use and Economic Development Element Update is referred to herein as the "2022 Housing and Land Use Updates."

The City is now proposing the refined project. By comparison to the Housing Element Update, the refined project would add 705 housing units, 103 hotel rooms, and 40,000 sf of open space in the Town Center Area and would reduce the amount of commercial space by 64,000 sf. This environmental analysis acts as a "supplement" to the Certified General Plan EIR and Addendum and analyzes the potential environmental impacts of the project changes proposed by the refined project.

This SIR is a supplement to a program EIR. The activities contemplated by the refined project are within the scope of the Certified General Plan EIR, as addended. (CEQA Guidelines Section 15168(c).) The refined project is consistent with the types of allowable land use in the Town Center Area described by the Certified General Plan EIR, as contemplated by the Town Center Land Use designation and Town Center Goals in the Diamond Bar General Plan 2040. Additionally, the Town Center Planning Area's geographic location was analyzed for environmental impacts in the Certified General Plan EIR, as addended, which analyzed potential impacts throughout the City. The refined project does not call for the expansion of any infrastructure and is thus consistent with the infrastructure described by the Certified General Plan EIR, as addended. Pursuant to CEQA Guidelines Section 15162, this SIR has been prepared to analyze the potential environmental impacts of the refined project's proposed increase in density and decrease in building intensity as compared to the Diamond Bar General Plan 2040, as amended, and the Certified General Plan EIR, as addended.

[1] City of Diamond Bar. 2022. Diamond Bar General Plan 2040 Housing Element Update 2021-2029.

As defined in Section 15163, a Lead Agency may prepare an SIR when:

(1) Any of the conditions described in Section 15162[2] would require the preparation of a subsequent EIR; and

(2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

This SIR, as with the Certified General Plan EIR, evaluates potential impacts at a general level; it does not assess site-specific impacts. Any future development anticipated by the refined project would be subject to individual, site-specific environmental review, as required by state law.

Refined Project

The refined project is intended to implement the General Plan 2040 by supporting its vision and development policies that guide the physical growth of the Town Center Planning Area. In April 2021, the Urban Land Institute-Los Angeles (ULI-LA) convened a technical assistance panel (TAP) to report on the market possibilities, implementation strategies, and design frameworks for implementing the Town Center defined in the General Plan.[3] A Town Center Specific Plan was recommended to provide detailed development standards, infrastructure requirements and implementation measures for the Town Center.

As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) a strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area.

The refined project is a Specific Plan that involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers. The Specific Plan proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 46 du/ac in the Planning Area, as well as additional hotel rooms, public open space, redeveloped commercial space, and supporting infrastructure. A General Plan Amendment and a Zoning Amendment would be required to increase the maximum density and Floor Area Ratio (FAR) allowed within the Specific Plan's Planning Area to allow the proposed density, and to rezone the Planning Area parcels for the Specific Plan.

[2] Section 15162 of the State CEQA Guidelines explains the circumstances in which a subsequent EIR may be prepared.

[3] Urban Land Institute-Los Angeles. April 2021. Technical Assistance Panel Report: Diamond Bar Town Center. https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId= (accessed March 13, 2023).

Planning Area

The Planning Area is approximately 45 acres, less than 0.5 percent of the land area within the City limits, bounded on the north by the Pomona Freeway (State Route [SR] 60), on the east by a neighborhood of single-family homes, on the south by Lorbeer Middle School and Mount Calvary Lutheran Church and School, and on the west by the Fall Creek private condominium community. The Planning Area is composed of 35 individual parcels with 23 unique property owners within a suburban-style commercial district. The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes, that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by the SR-60 Freeway. Access to the Town Center is provided by both SR-60 and SR-57. Travelling on SR-60, access to the Town Center can be attained by Diamond Bar Boulevard (Exit 26).

The Planning Area is designated by the General Plan 2040 as Town Center Mixed Use, the purpose of which is to "encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses."[4] The Planning Area is zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1).[5] Table B-4, *Town Center Mixed Use Sites to be Rezoned*, in the Housing Element 2021-2029 proposed rezoning all 35 parcels in the Planning Area to "Specific Plan."

Purpose

The City's aspiration for the Specific Plan Planning Area is articulated in its General Plan 2040, which calls for its transformation from a suburban-style, auto-oriented neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community.

The refined project is also designed to address statewide planning efforts to address the statewide need for housing. The State Legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California … Among the consequences of those actions are … reduced mobility, urban sprawl, excessive commuting, and air quality deterioration" (Gov. Code Section 65589.5(a)). The State Legislature has also adopted findings that "California has a housing supply and affordability crisis of historic proportions" (Gov. Code Section 65589.5(a)(2)(A) [Assembly Bill 3194 (2018)]). The State Legislature has also acknowledged that there is a "need to balance the need for level of service standards for traffic with the need to build infill housing and mixed-use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing interests" (Gov. Code Section 65088.4 [Senate Bill 743 (2013)]).

[4] City of Diamond Bar. 2019. Figure 2-2: Land Use Diagram. In Chapter 2: Land Use and Economic Development of the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[5] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e

Objectives

Section 1.5, *Plan Goals*, in the Specific Plan lists eight goals. These goals are listed below as the eight objectives of the refined project for purposes of this SIR:

1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

2. Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.

3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

4. Allow for car-lite / Car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated thus furthering progress to the City's climate action goals.

5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.

6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.

7. Provide flexibility for the future — particularly for retail and commercial space — so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

8. Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.

Estimated Buildout of the Refined Project

As compared to the General Plan, as amended by the Housing Element Update, the refined project is anticipated to result in up to 2,055 housing units (an increase of 705 units); 200 hotel rooms (an increase of 103 rooms); 40,000 sf of public open space (an increase of 40,000 sf); and 446,000 sf of commercial space (a decrease of 64,000 sf, including retail, dining, and entertainment uses) within the Town Center (Table ES-1, *Maximum Buildout of the Specific Plan*). The refined project would also include the development of supporting infrastructure such as roadway improvements, pedestrian walkways, sewer lines, water lines, and lighting.

TABLE ES-1
MAXIMUM BUILDOUT OF THE SPECIFIC PLAN AREA

Land Use	Certified General Plan EIR (Housing Element Update Program H-8)	Refined Project	Proposed Change
Housing Units	1,350 units[1]	2,055 units	+705 units
Hotel Rooms	97 rooms	200 rooms	+ 103 rooms
Commercial (Retail, Dining, Entertainment, Office, Cultural)	510,000 sf[2]	446,000 sf[3]	- 64,000 sf
Open Space	0 sf	40,000 sf	+ 40,000 sf

Note: sf = square feet.

[1] 20.0 to 30.0 dwelling units per acre x 45 acres (at maximum floor area ratio of 1.5) per City of Diamond Bar Resolution 2025-04. Increased from 900 units to 1,350 units after rezoned Town Center Parcels in Housing Element Update Program H-8 adopted in 2022.

[2] Maximum floor area ratio of 1.5 for entire Town Center, or up to 2,940,300 sf of development on 1,960,200 sf (45 acres), including residential and commercial development.

[3] Up to 50,000 sf community/cultural center plus up to 100,000 sf office space.

The actual rate and amount of development may differ but would not exceed the maximum buildout called for in the refined project. Actual buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and entitlement processes from federal, state, and local regulations. Actual buildout of the refined project would involve the development of new driveways and privately owned accessways between developments within the Planning Area in addition to the development associated with housing, hotels, and commercial space. New development would be required to conform to the Objective Design Standards and Guidelines in the refined project.

As part of the refined project's infrastructure improvements, a traffic calming measure is proposed. Traffic calming measures are physical design features and strategies implemented on roads to slow vehicle speeds, reduce traffic volume, and improve safety for all road users, particularly pedestrians and cyclists. Specifically, the refined project would implement a "road diet" to narrow Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive. The landscaped center median adjacent to left-turn lanes would be removed as well as the rightmost travel lane in each direction. Right-turn lanes would be implemented approaching driveways. Lane widths would be reduced from an existing 12-foot width to 11 feet for travel lanes and 10 feet for left turn pockets. The road diet would reduce pedestrian crossing distances and increase space within the existing public right-of-way for alternative uses such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. In short, this road diet would eliminate one through lane in each direction (from three to two), remove the center median, and narrow the remaining lanes.

The direct benefits of a road diet include shorter pedestrian crossing distances and more space on the existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. Exclusive right-turn pockets could be provided at each intersection where, currently, right turns are made from shared through lanes.

The road diet would not substantially reduce capacity for through traffic, as Diamond Bar Boulevard already provides only two lanes north of SR-60 and south of Golden Springs Drive, and all left- and right-turn capacity would be retained.

The narrower lanes and reduced overall roadway width would help to calm traffic and promote a neighborhood feel. In this way, it could reduce the amount of cut-through traffic that currently uses Diamond Bar Boulevard to bypass the SR-57 / SR-60 confluence area.

Alternatives to the Refined Project

Section 15126.6(a)[6] of the CEQA Guidelines requires an EIR to include the description and comparative analysis of a range of alternatives to the refined project that could feasibly attain the project objectives, while avoiding or substantially lessening impacts. The alternatives analysis is designed to foster informed decision-making and public participation by identifying ways to mitigate or avoid significant environmental impacts. The following alternatives are analyzed in Chapter 4, *Alternatives Analysis*, of this Draft SIR:

- No-Project Alternative (Housing Element Update)
- Alternative 1 (Medium Density with Road Diet)
- Alternative 2 (Low Density with Road Diet)
- Alternative 3 (High Density, No Road Diet)

No-Project Alternative (Housing Element Update) is consistent with Section 15126.6(e)(2)[7] of the CEQA Guidelines and represents what would be reasonably expected to occur in the foreseeable future if the refined project is not adopted and implementation of the Town Center is undertaken consistent with the 2021-2029 Housing Element Update. This would include the development of approximately 1,350 dwelling units (30 units per acre) and approximately 2,940,300 sf of total development on 1,960,200 sf (45 acres), inclusive of residential and commercial uses. There would be no additional open space or hotel rooms than originally called for in the Housing Element Update. There would be no road diet narrowing Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive (see Table ES-2, *Comparison of Project Alternatives*). As discussed in detail in Chapter 4, *Alternatives Analysis*, and summarized in Table 4.7-1, *Summary of Impacts for Alternatives*, development of the No-Project Alternative would result in greater impacts to GHG emissions and groundwater quality compared to the refined project. The No-Project Alternative would reduce the less-than-significant impacts to libraries compared to the refined project. The No-Project Alternative would not reduce or avoid the significant and unavoidable impacts that would occur with the refined project in the areas of air quality emissions and transportation.

[6] California Code of Regulations, Title 14, Natural Resources, Division 6, Resources Agency, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act. as amended December 28, 2018, Section 15126.6(a).

[7] California Code of Regulations, Title 14, Natural Resources, Division 6, Resources Agency, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act, as amended December 28, 2018, Section 15126.6(e)(2).

TABLE ES-2
COMPARISON OF PROJECT ALTERNATIVES

	General Plan 2040 Existing Conditions (2023)	No-Project Alternative (Housing Element Update)	Refined Project	Alternative 1	Alternative 2	Alternative 3
Housing units	0	1,350	2,055	1,677	1,350	2,055
Hotel	97 rooms	97 rooms	200 rooms	175 rooms	150 rooms	200 rooms
Retail/commercial	510,000 SF	510,000 SF	446,000 SF	426,000 SF	411,000 SF	446,000 SF
Open space	0 SF	0 SF	40,000 SF	40,000 SF	40,000 SF	40,000 SF
Road diet	No	No	Yes[1]	Yes[1]	Yes[1]	No
Number of Diamond Bar Blvd traffic lanes	6 lanes (within Planning Area) & landscaped median	6 lanes	4 lanes[1]	4 lanes[1]	4 lanes[1]	6 lanes
Travel lane width	11–14.5 feet	11 feet	11 feet	11 feet	11 feet	11 feet
Turn pocket width	8.5–15 feet	10 feet	10 feet	10 feet	10 feet	10 feet
Bicycle lanes on Diamond Bar Blvd	Yes (Class II/on street)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes
Street parking on Diamond Bar Blvd	Not allowed	Not allowed	Not allowed	Not allowed	Not allowed	Not allowed
Sidewalk width on Diamond Bar Blvd	8–15 feet[4]	8–15 feet	8–15 feet	8–15 feet	8–15 feet	8–15 feet
Bicycle lanes on Golden Springs Dr	Yes (Class II)[3]	Yes (Class IV)[3,5]	Yes (Class IV)[3,5]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]
Bicycle lanes on Grand Avenue	No	Yes (Class IV)[3,5]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]
Bicycle lanes on Prospectors Road	No	Yes (Class IV)[3,5]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]	Yes (Class IV)[3]
Bicycle lanes on Sunset Crossing Road	No	Yes (Class III)[3,5]	Yes (Class III)[3]	Yes (Class III)[3]	Yes (Class III)[3]	Yes (Class III)[3]

Source: Transportation Study (Appendix F to SIR).
City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

Note: [1] The proposed road diet for Refined project and Alternatives 1 and 2 would remove the landscaped center median adjacent to left-turn lanes, remove the rightmost travel lane in each direction between Gentle Springs Lane / Palomino Drive and Golden Springs Drive, and implement right-turn lanes approaching driveways. The proposed road diet would also reduce pedestrian crossing distances and increase space within the existing public right-of-way for alternative uses such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping.

[2] Class II Bicycle Lanes: on-street bicycle lanes that are not protected from vehicular traffic, demarcated by paint and signage. Class III Bicycle Lanes: bicycle routes that are shared with vehicles, typically on low-volume, low-speed streets. Class IV Bicycle Lanes: protected bicycle lanes/bikeways that are physically separated from vehicle traffic and are exclusively for bicycle use.

[3] The width of a typical sidewalk for a major arterial street through a commercial zone is 12-15 feet or more.

[4] The General Plan proposes Class IV and Class III bicycle facilities within the Planning Area.

Alternative 1 (Medium-Density with Road Diet) calls for less development than the refined project. Specifically, there would be less residential, hotel, and commercial development (1,677 residential units, 175 hotel rooms, 426,000 sf of commercial space). Alternative 1 would include open space and a road diet similar to the refined project) (see Table ES-2). Compared to the refined project, Alternative 1 would decrease the number of allowed residential units by 378 units, decrease the number of allowed hotel rooms by 25 rooms, and decrease the retail/commercial space by 20,000 sf. As discussed in detail in Chapter 4 and summarized in Table 4.7-1, development of Alternative 1 would reduce the less-than-significant impacts to aesthetics (light and glare) and GHG emissions compared to the refined project. Alternative 1 would reduce but not avoid the significant and unavoidable impacts that would occur with the refined project with respect to air quality emissions. Alternative 1 would not reduce or avoid the significant and unavoidable impacts that would occur with the refined project with respect to transportation.

Alternative 2 (Low-Density with Road Diet) calls for even less development than Alternative 1. Alternative 2 would allow for development of up to 1,350 multi-family housing units, 150 hotel rooms, 411,000 sf of commercial leasable space. Alternative 2 would include 40,000 sf of open space and a road diet (see Table ES-2). Compared to the refined project, Alternative 2 would allow 705 fewer housing units, 50 fewer hotel rooms, and 35,000 sf less retail/commercial space. The maximum buildout of Alternative 2 would be similar to the No-Project Alternative, with additional hotel rooms and open space instead of retail/commercial space, and the addition of a road diet. As discussed in detail in Chapter 4 and summarized in Table 4.7-1, development of Alternative 2 would reduce the less-than-significant impacts to aesthetics (light and glare) and GHG emissions compared to the refined project. Alternative 2 would reduce but not avoid the significant and unavoidable impacts that would occur with the refined project with respect to air quality emissions. Alternative 2 would not reduce or avoid the significant and unavoidable impacts that would occur with the refined project with respect to transportation.

Alternative 3 (Maximum-Density, No Road Diet) would allow for development of the same number of housing units and hotel rooms, same square footage of retail/commercial space, and same square footage of open space as the refined project (up to 2,055 multi-family housing units, 200 hotel rooms, 446,000 sf of commercial leasable space, and 40,000 sf of open space), but would not include a road diet. Compared to the refined project, Alternative 3 would retain all three existing traffic lanes in each direction. The maximum buildout of Alternative 3 would be similar to the refined project, with a modification to the road diet element of the refined project. As discussed in detail in Chapter 4 and summarized in Table 4.7-1, development of Alternative 3 would increase the significant and unavoidable impacts to air quality and transportation that would occur with the refined project.

Areas of Controversy

CEQA Guidelines Section 15123(b)(2)[8] requires that an Environmental Impact Report (EIR) summary contain a "discussion of the areas of controversy known to the Lead Agency, including issues raised by agencies and the public." CEQA Guidelines Section 15064[9] clarifies that "the existence of public controversy over the environmental effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment."

During the drafting of the refined project and this SIR, public agencies and members of the public were invited to provide feedback during community meetings on the refined project, at the SIR scoping meeting, and responses to the Notice of Preparation (NOP) of the EIR. Eleven general areas of controversy in relation to the proposed refinements to the Specific Plan were identified:

- **Project Description:** Thirty verbal comments on the proposed Specific Plan were received during the June 8, 2023, scoping meeting. Concerns were expressed regarding privacy from high-density development near existing residential uses. Additional concerns were identified during the public outreach process:
    - Removal of lanes from the proposed road diet is an area of concern (narrower lanes are fine).
    - There cannot be a road built between an existing gated community next to Prospectors and the Planning Area.
    - More retail shops will bring more people. With open space, people will stay longer.
    - A concern was raised that existing residents may not use new commercial and retail land uses.
    - A concern was raised that there is insufficient parking for commercial and retail uses.
    - There is higher comfort with a density of 1,350 units.
    - A concern was raised about the economic analysis to maintain distribution of very low, low, and moderate rate housing.
    - A concern was raised that the specific plan is an incompatible adjacent use for adjacent single-family residential land uses on El Vado Road. 3-story condominiums would compromise privacy of residents on El Vado Road.

- **Aesthetics:** Five verbal comments on Aesthetics were received during the June 8, 2023, scoping meeting. These comments were generally related to the potential visibility of the Specific Plan development from existing single-family residential development in the City and, conversely, potential compromise of privacy of existing development as well as shade and shadow issues.

- **Energy:** Two verbal comments on Energy were received during the June 8, 2023, scoping meeting. There was a concern that the high-density development would block sunlight on existing rooftop solar systems. There was a request for new development to be LEED certified or otherwise incorporate green energy.

[8] California Code of Regulations, Title 14, Natural Resources, Division 6, Resources Agency, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act, as amended December 28, 2018, Section 15123(b)(2).

[9] California Code of Regulations, Title 14, Natural Resources, Division 6, Resources Agency, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act, as amended December 28, 2018, Section 15064.

- **Geology and Soils:** One verbal comment on Geology and Soils was received during the June 8, 2023, scoping meeting. There was a concern that residential buildings should not be built on a fault.

- **Land Use and Planning:** Seven verbal comments on Land Use and Planning were received during the June 8, 2023, scoping meeting. There was concern that the refined project would be incompatible with nearby residences with respect to privacy, noise, aesthetics, and traffic.

- **Noise:** One verbal comment on Noise was received during the June 8, 2023, scoping meeting. Lorbeer Middle School and residents are sensitive receptors to noise levels during construction.

- **Population/Housing:** Nine verbal comments on Population/Housing were received during the June 8, 2023, scoping meeting. Increasing the proposed allowable residential density from 1,350 units to over 2,000 units was expressed as an area of controversy during the June 8, 2023, scoping meeting and in written scoping comment letters. The refined project could potentially add up to 10,000 additional residents and patrons. There is a concern that the proposed residential density is too high.

- **Public Services:** One verbal comment on Public Services was received during the June 8, 2023, scoping meeting. There is a concern about safety (an increase in crime due to overpopulated area, where alcohol will be consumed).

- **Recreation:** Six verbal comments on Recreation were received during the June 8, 2023, scoping meeting. There is a concern that high density residential development would exacerbate the ratio of parks and open space per resident. A solution is necessary to address the need for more open space and recreation opportunities in the City; natural landscaping should be considered (e.g., California native oak trees).

- **Transportation:** Fifteen verbal comments on Transportation were received during the June 8, 2023, scoping meeting:
    - Traffic and parking congestion on El Vado Street and all adjacent streets (concerns that patrons will not park in parking structures and will park in existing neighborhoods).
    - Increasing the proposed allowable residential density from 1,350 units to over 2,000 units was expressed as an area of controversy for traffic during the June 8, 2023, scoping meeting and in written scoping comment letters.
    - Implementing a road diet along Diamond Bar Boulevard was expressed as an area of controversy for traffic during the June 8, 2023, scoping meeting and in written scoping comment letters.
    - The proposed inclusion of both pedestrian and vehicular access on South Prospectors Road that would connect to the end of Gentle Springs Lane is an area of controversy for traffic provided in written scoping comment letters.
    - Pedestrian safety concerns were expressed in written scoping comment letters regarding pedestrians traversing Prospectors Road under the 60 Freeway bridge/overpass to the north/west of the Planning Area.
    - There was a request for design standards to provide visual shielding from parking lots.

- Opposition was expressed to the proposed road diet, with concerns that fewer travel lanes would exacerbate gridlock, causing issues at the 60 freeway and for school drop off and pickup at Lorbeer (which causes traffic along Diamond Bar Boulevard). Removal of lanes from the proposed road diet is an area of concern (narrower lanes are fine). Removal of a lane would leave only one lane for through traffic because one lane is for freeway access currently.
- A concern was expressed that Caltrans won't change traffic lights.
- Concerns were expressed that the refined project would generate congestion that would cause existing residents to leave the City of Diamond Bar for shopping and dining, as occurs in the existing condition.

- **Utilities and Service Systems:** One verbal comment on Utilities and Service Systems was received during the June 8, 2023, scoping meeting. There is a concern whether there would be enough water supply with the proposed level of development.

Additionally, environmental impacts classified as significant and unavoidable have been identified in the resource topics of Air Quality and Transportation (vehicle miles traveled [VMT]), and inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

Impacts Summary and Environmentally Superior Alternative

CEQA Guidelines Section 15123(b)(1)[10] requires an EIR summary to identify "each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect." Further, CEQA Guidelines Section 15123(b)(1) requires an EIR summary to identify "issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects."

Impacts Summary

Table ES-3, *Summary of Impacts and Mitigation Measures*, presents a summary of the impacts of the refined project identified throughout this SIR and the proposed mitigation measures that reduce or avoid these impacts. The impact analyses are presented in full in Chapter 3, *Environmental Setting and Impacts*. Mitigation measures that were included in the Certified General Plan EIR are indicated by *italicized text*. Mitigation measures that are introduced in this Draft SIR are shown in standard text. As presented in Table ES-3, development of the refined project would result in significant and unavoidable impacts to air quality and transportation.

With respect to air quality, as with the 2022 Housing and Land Use Updates, the refined project would not conflict with the implementation of applicable air quality plans. As with the Certified General Plan EIR, the refined project would result in significant and unavoidable impacts to air quality, after the implementation of mitigation measures, because it has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project is in nonattainment under National Ambient Air Quality Standards and the California Ambient Air Quality Standards. Lastly, the refined project would expose sensitive receptors to substantial pollutant concentrations during construction and operation. Similar to the 2022 Housing and Land

[10] California Code of Regulations, Title 14, Natural Resources, Division 6, Resources Agency, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act, as amended December 28, 2018, Section 15123(b)(1).

Use Updates, implementation of mitigation measures MM-AQ-1 and MM AQ-2 for air quality would be incorporated; however, the refined project would continue to exceed SCAQMD significance thresholds during construction and operation. As such, additional mitigation measures are included in the refined project that would further reduce impacts to air quality (MM-AQ-3 through MM-AQ-7). With the mitigation measures from the Certified General Plan EIR and the additional mitigation measures for the refined project, air quality impacts would still be significant and unavoidable due to the modeled levels of ROG, NOx, CO, $PM_{2.5}$, and PM_{10} emissions.

With respect to transportation, the refined project would exceed thresholds for baseline and cumulative VMT. Although the TDM Program (refined project mitigation measure MM-TRANS-1) would reduce VMT, it would remain above the VMT per service population threshold. Of the 655,812 cumulative project-generated VMT, 602,630 VMT are attributable to residents and 53,182 VMT are attributable to employees. The TDM Program would reduce resident VMT by 28,238 and employee VMT by 2,611. With this reduction, the cumulative project-generated VMT for the refined project with MM-TRANS-1 would be 624,962, or 33.74 VMT per service population. This remains above the significance threshold of 29.55 VMT per service population and, therefore, the refined project would have a significant and unavoidable impact with respect to cumulative project-generated VMT per service population. Unlike the Certified General Plan EIR, which did not include any mitigation measures to reduce the significant and unavoidable impact to VMT resulting from the implementation of the 2022 Housing and Land Use Updates, the refined project has identified mitigation to reduce impacts to the extent feasible.

Identification of Environmentally Superior Alternative

The CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. The "environmentally superior alternative" in CEQA refers to the alternative that would result in the fewest or least severe environmental impacts among all alternatives evaluated in an EIR. If the alternative with the least environmental impact is the No-Project Alternative, then the EIR must also identify the next most environmentally superior alternative. (CEQA Guidelines Section 15126.6(e)(2)) As analyzed in detail in Chapter 4, and shown in Table 4.4-1, *Summary of Impacts for Alternatives*, Alternative 2 would result in the least number of impacts when comparing all of the alternatives. Alternatives 1 and 2 would have four impacts that are less than those of the refined project (aesthetics/light and glare, air quality standards, air quality sensitive receptors, and GHG emissions), compared to none under the No-Project Alternative, and Alternative 1. Development of Alternative 2, with its lower density, would emit fewer air pollutants than the medium density Alternative 1. Therefore, Alternative 2, with its lower density of development and proposed inclusion of approximately 0.9 acre of public open space in an area with insufficient open space to meet City parkland standards, is the environmentally superior alternative. However, Alternative 2 partially meets the refined project objectives because it would provide 1,350 housing units rather than the 2,055 housing units provided by the refined project. As with the Certified General Plan EIR as updated by the Housing Element, Alternative 2 would provide the same 1,350 housing units.

As discussed in Chapter 4, a market feasibility study conducted as part of the ULI-LA TAP Town Center Specific Plan analysis concluded the following:

(1) Market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar;
(2) A strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and
(3) There is low demand for office development in the area.

Furthermore, a key recommendation of the TAP was that an increase in residential densities over that currently allowed by the General Plan 2040 (1,350 residential units) is needed to encourage new housing options affordable at a mix of income levels, and help drive demand for new restaurants, retail, walkability, and open and gathering spaces in the Town Center.

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
Aesthetics			
3.1.1. Implementation of the refined project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.	None.	Less than significant	No mitigation required.
Air Quality			
3.2.1. Implementation of the refined project would conflict with or obstruct implementation of the applicable air quality plan.	The Certified General Plan EIR found that future development will need to comply with the AQMP, SIP, CARB and SCAQMD regulations, Title 24 energy efficiency standards, and proposed General Plan updates and policies. The Certified General Plan EIR includes **MM-AQ-1** and **MM-AQ-2** (detailed under 3.2.2, below) to reduce air quality impacts.	Less than Significant	No mitigation required.
3.2.2. Implementation of the refined project would 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.	<u>*Certified General Plan EIR Mitigation Measures*</u> ***MM-AQ-1: Construction Features.*** *Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following measures shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.*[11] • *Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent.* • *Require a minimum of 50 percent of construction debris to be diverted for recycling.* • *Require building materials contain a minimum 10 percent recycled content.* • *Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.* ***MM-AQ-2: Future Development.*** *Future development would be required to demonstrate consistency with SCAQMD's operational thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project* • *Develop a project specific Transportation Demand Management (TDM) program for residents and/or employees that provides opportunities for carpool/vanpools.* • *Provide onsite solar/renewable energy in excess of regulatory requirements.* • *Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.* • *Require dripless irrigation sensor units that prevent watering during rainstorms.* <u>Refined Project Additional Mitigation Measures</u> **MM-AQ-3:** The SCAG Mitigation Monitoring and Reporting Program (MMRP) for the final Connect SoCal PEIR provides guidance for lead agencies in the consideration of project-level mitigation measures to reduce substantial adverse effects related to a violation of air quality	Significant	Significant due to level of ROG, NO_x, CO, $PM_{2.5}$, and PM_{10} emissions above SCAQMD thresholds following mitigation measures implementation.

[11] City of Diamond Bar. 2019. Diamond Bar Comprehensive General Plan Update and Climate Action Plan Draft Environmental Impact Report. https://ceqanet.opr.ca.gov/2018051066/2

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
	standards, in accordance with sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines. The City shall consider implementation of the following measures to reduce impacts, including (but not limited to):[12] • Suspend grading and earthmoving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes; • Cover trucks when hauling dirt; • Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. **MM-AQ-4:** Per the CAPCOA Handbook,[13] the City shall implement the following measure to reduce construction emissions further for the refined project: • **C-3**: Use Local Construction Contractors **MM-AQ-5:** Per the CAPCOA Handbook,[14] the City shall implement the following measures to reduce operation emissions further for the refined project, including (but not limited to): • **E-2**: Require Energy Efficient Appliances • **E-12-A**: Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences • **E-12-B**: Install Electric Space Heater in Place of Natural Gas Heaters in Residences • **E-13**: Install Electric Ranges in Place of Gas Ranges • **E-15**: Require All-Electric Development • **T-23**: Community-Based Travel Planning • **AS-1**: Use Low-VOC Cleaning Supplies • **AS-2**: Use Low-VOC Paints • **LL-1**: Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment **MM-AQ-6:** The CAPCOA Handbook[15] also offers qualitative or supporting measures. The refined project's Mobile and Area emissions are the two most prominent sources of operational Air Quality emissions based on the best available data. The City shall consider implementation of the following supporting measures to reduce transportation emissions further for the refined project, including (but not limited to): • **T-30:** Using cleaner-fueled vehicles. • **T-18:** Provide Pedestrian Network Improvement. • **T-13:** Implement Employee Parking Cash-Out. • **T-21-A:** Implement Conventional Carshare Program. **MM-AQ-7:** The City shall consider implementation of the following CAPCOA Handbook supporting measure to reduce Area emissions:		

[12] Southern California Association of Governments. May 2020. MMRP for the Connect SoCal Final PEIR. https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir.pdf#:~:text=It%20is%20the%20intent%20of%20this%20program%20to%3A,and%20%287%29%20utilize%20existing%20review%20processes%20wherever%20feasible.

[13] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

[14] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

[15] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
	• **LL-2:** Implement a yard equipment exchange program, which would require the refined project to participate in an established yard equipment exchange program, supplement an established program, or implement a new program.		
3.2.3. Implementation of the refined project would expose sensitive receptors to substantial pollutant concentrations.	The Certified General Plan EIR's recommended mitigation in relation to exposing sensitive receptors to substantial pollutant concentrations is consistent with **MM-AQ-1**, which would reduce toxic air contaminants and health impacts through a reduction of criteria pollutant emissions from the use of more efficient construction equipment. **MM-AQ-1** (detailed under Impact 3.2-2, above) applies to Impact 3.2-3 of the refined project.	Significant	Significant due to sensitive receptor exposure to pollutants (ROG, NO_x, CO, $PM_{2.5}$, and PM_{10}) following mitigation measures implementation.
3.2.4. Implementation of the refined project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	None.	Less than significant	No mitigation required.
Greenhouse Gas Emissions			
3.3.1. Implementation of the refined project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	None.	Less than significant	No mitigation required.
Hydrology and Water Quality			
3.4.1. Implementation of the refined project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	None.	Less than significant	No mitigation required.
Noise			
3.5.1. Implementation of the refined project would not 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.	None.	Less than significant	No mitigation required.
3.5.2. Implementation of the refined project would not result in generation of excessive groundborne vibration or groundborne noise levels	None.	Less than significant	No mitigation required.
Public Services			
3.6.1. Implementation of the refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks	None.	Less than significant	No mitigation required.
3.6.2. Implementation of the refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government	None.	Less than significant	No mitigation required.

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities			
Recreation			
3.7.1. Implementation of the refined project would not 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.	None.	Less than significant	No mitigation required.
3.7.2. Implementation of the refined project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	None.	Less than significant	No mitigation required.
Transportation			
3.8.1. Implementation of the refined project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	Refined Project Additional Mitigation Measures ***MM-TRANS-1: TDM Program.*** The refined project shall incorporate design features and transportation demand management (TDM) measures known to reduce baseline and cumulative project-generated VMT as much as feasible. These features and measures, originally described in the Transportation Study for the Diamond Bar Town Center Specific Plan Project, comprise the project's TDM Program. The TDM Program conforms to VMT mitigation guidelines found in City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020). Some components of the TDM Program consist of physical features of the refined project's design which shall be implemented over the duration of buildout of the refined project. Others which have an operational component will be implemented as early as feasible based on the land use mix and infrastructure as the project is built over time. The City shall designate a TDM Coordinator to oversee implementation and ensure continued operation of the VMT reduction strategies. The TDM Coordinator shall also produce annual monitoring reports describing the TDM strategies implemented under the TDM Program and the effectiveness of the program. The reports shall be submitted to the City for review to ensure that the mitigation obligations described in the TDM Program Plan are fulfilled. The TDM Coordinator position — which may be part-time or full-time as deemed necessary — shall eventually be funded through fees paid by the developers for common area maintenance and management. Each feature and measure is described in detail below, along with its implementation schedule, measure of effectiveness, and monitoring and reporting requirement: • Increased Bicycle Access: Through the Road Diet and the City's Complete Streets Project (being undertaken separately from the refined project), the refined project shall incorporate Class IV protected bicycle lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive to upgrade the existing Class II bicycle lanes. This improvement from unprotected to protected bicycle lanes reduces stress for bicyclists and, therefore, encourages bicycles as a mode choice. These bicycle lanes would be implemented as part of the Road Diet, which would dictate its timing. Aside from ensuring it is included in the Road Diet, there is no further monitoring or reporting requirement for this measure. • Bike Facilities: The TDM Program shall include secure bicycle parking for residents and employees per City requirements. Each application for development under the Diamond Bar Town Center Specific Plan will be required to demonstrate that it provides bicycle parking in accordance with City requirements. The annual monitoring report would summarize how many bicycle parking spaces have been installed within the Planning Area.	Significant	Significant. As shown in Table 3.8-5 in Section 3.8, *Transportation*, of the 759,988 baseline project-generated VMT, 682,575 VMT are attributable to residents and 77,413 VMT are attributable to employees. As described in the Transportation Study (Appendix F), the TDM Program would reduce resident VMT by 31,984 and employee VMT by 3,801. With this reduction, the baseline project-generated VMT for the refined project with MM-TRANS-1 would be 724,203, or 33.75 VMT per service population. This remains above the significance threshold of 29.55 VMT per service population and, therefore, the refined project would have a significant and unavoidable impact with respect to baseline project-generated VMT per service population. Of the 655,812 cumulative project-generated VMT, 602,630 VMT are attributable to residents and 53,182 VMT are attributable to employees. The TDM Program would reduce resident VMT by 28,238 and

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
	• First-Mile / Last-Mile Space: The TDM Program shall dedicate space in a central location for first mile / last-mile solutions such as bike share, scooter share, or a future mode to serve medium-distance trips to larger transit hubs, such as the City of Industry Metrolink Station, located approximately 3.3 miles away. This space, which may be located in a parking structure, a building, or outside, will be set aside and constructed prior to receiving certificate of occupancy for 50% of allowed development (measured in square feet) under the Diamond Bar Town Center Specific Plan. Further, the TDM Coordinator will work with one or more service providers to populate the space with first-mile / last-mile solutions made available to the public. Prior to construction of this space, the annual monitoring report will track the amount of development that has occurred under the Diamond Bar Town Center Specific Plan to ensure the space is provided on schedule. Following its construction, the annual monitoring report will identify the services provided, pricing, and the level of utilization on a monthly basis over the prior year. Based on the Transportation Study, there is no target level of utilization for these services. However, the TDM Coordinator should periodically review the costs and benefits of the program compared with the level of utilization and, if necessary, identify alternative types of services that may be provided within this space to more effectively reduce VMT. • Improved Pedestrian Network: This TDM Program includes the development of new connections within the Planning Area and connecting to other areas. The refined project would improve pedestrian connectivity within the Planning Area such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade differential. It would improve pedestrian connectivity to the surrounding areas, including by providing a connection to Prospectors Road and the residential neighborhood it serves. These features enhance walkability and accessibility. These pedestrian network connections are fundamental to the design guidelines incorporated into the Diamond Bar Town Center Specific Plan and will be implemented gradually throughout the duration of buildout. There is no further monitoring or reporting requirement for this measure. • Car Sharing Program or Rideshare Subsidies: The TDM Program shall either provide parking spaces and subsidies for car sharing services such as ZipCar, Car2Go, GetAround, etc. or the TDM Coordinator may develop agreements with one or more rideshare companies (e.g., Uber or Lyft) to provide subsidized rides for eligible residents and employees to or from the Planning Area. Such programs allow residents to forego car ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit are not reasonable options. If the car sharing service option is selected, spaces shall be set aside upon construction of any parking structure in the Planning Area and the TDM Coordinator will work with a service provider to provide a car sharing solution with at least two vehicles. The efficacy of the program shall be measured by the number of uses per month per vehicle. If the vehicles are used an average of two or more times per day, the TDM Coordinator should consider adding to the fleet. If the vehicles are used fewer than one time per day on average, the TDM Coordinator should consider additional marketing or reducing the fleet. If a rideshare agreement is made in lieu of a car sharing service, it shall be implemented prior to receiving a certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan and would be open to all residents and employees within the Planning Area. The program should target participation on a monthly basis by at least 5% of households and 1% of employees. If participation is below these levels, the TDM Coordinator should consider additional marketing or increasing subsidies. The annual monitoring report will include a summary of the services offered and prices (or subsidy amounts) and a summary of utilization on a monthly basis, including the number of unique users. • Commute Trip Reduction Marketing & Education: The TDM Program shall implement a marketing campaign for project employees and visitors encouraging the use of transit, shared rides, and active modes to reduce VMT. The TDM Program would target this campaign at employees, residents, and visitors to the Planning Area. This campaign would be implemented following certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan. The annual monitoring reports shall include a copy of all marketing and educational materials and a summary of any outreach efforts from the prior year. • Employee Parking Cash-out: The TDM Program shall charge employers for employee parking and employers will be required to reimburse employees for the cost of parking if they don't park a car at work. This provides a direct monetary benefit to the employee		employee VMT by 2,611. With this reduction, the cumulative project-generated VMT for the refined project with MM-TRANS-1 would be 624,962, or 33.74 VMT per service population. This remains above the significance threshold of 29.55 VMT per service population and, therefore, the refined project would have a significant and unavoidable impact with respect to cumulative project-generated VMT per service population.

TABLE ES-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance before Mitigation	Significance after Mitigation
	for choosing alternative travel modes and has been shown to reduce VMT. Paid employee parking cannot begin until parking areas are converted to controlled access which will not occur until one or more parking structures are completed. Therefore, employee parking cash-out shall begin upon commencement of paid employee parking. The efficacy of the employee parking cash-out program should be measured as the ratio of the number of employees taking advantage of the cash-out program to the number of leased spaces by employers. The program should target a 2% participation rate in accordance with the level of employee VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the participation rate as well as information on parking pricing. If the target participation rate is not met, corrective measures should be implemented by the TDM Coordinator, such as enhanced marketing of the program or raising the price of parking. • Unbundled Residential Parking: The TDM Program shall require parking to be leased to residents separately from their residential unit leases. This makes the cost of automobile storage transparent to residents, provides a direct monetary benefit to living without owning a vehicle, and reduces VMT by encouraging alternate modes of transportation. To ensure effectiveness, the TDM Program shall require pairing with the implementation of a residential parking permit program in nearby residential neighborhoods to avoid shifting project resident parking into those neighborhoods. Unbundled residential parking will be incorporated into any and all residential development under the Diamond Bar Town Center Specific Plan. The efficacy of the unbundled residential parking program should be measured as the ratio of the number of leased residential spaces compared to the parking requirement associated with the residential units, as calculated based on the City Code of Ordinances, Section 22.30.040 accounting for the specific unit mix. The target ratio should be 95% or lower (i.e., 5% lower lease rate than required parking ratio) in accordance with the level of residential VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the residential parking ratio as well as information on parking pricing. If the target ratio is not met, residential parking pricing should be increased and marketing and education efforts to residents regarding alternative modes of transportation should be increased. The ultimate goal of the TDM Program is to reduce VMT in the most effective manner possible, which may require periodic re-evaluation of the measures described above. The TDM Coordinator shall use the information compiled in the annual reports to evaluate the effectiveness of the operational measures and assess when a change is warranted. Any change to the TDM Program must be reviewed and approved by City staff through a determination that it will provide equivalent or greater VMT reduction than the measure(s) being replaced.		
Utilities and Service Systems			
3.9.1. Implementation of the refined project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage facilities, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	None.	Less than significant	No mitigation required.
3.9.2. Implementation of the Refined project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	None.	Less than significant	No mitigation required.
3.9.3. Implementation of the Refined project would not result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	None.	Less than significant	No mitigation required.

1 INTRODUCTION

This Draft Supplemental Environmental Impact Report (Draft SIR) has been prepared on behalf of the City of Diamond Bar ("City") in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.).

In 2019, the City adopted a General Plan Update (Diamond Bar General Plan 2040) and a Climate Action Plan. The Diamond Bar General Plan 2040 included a Town Center Mixed Use Land Use Designation (maximum floor area ratio [FAR] of 1.5 and maximum residential density of 20.0 dwelling units/acre [du/ac]) and goals for a Town Center area to be established as a mixed-use civic area promoting walkability, retail and dining destinations, housing, and public spaces. The potential environmental impacts of the Diamond Bar General Plan 2040 and Climate Action Plan were analyzed in the Diamond Bar General Plan Update (Diamond Bar General Plan 2040) and Climate Action Plan Program Environmental Impact Report (EIR) (hereafter, Certified General Plan EIR) (State Clearinghouse No. 2018051066). The Certified General Plan EIR addressed the anticipated development that included 900 housing units, 97 hotel rooms, and 510,000 square feet of commercial space in the 45-acre Town Center Focus Area.

In 2022, the City adopted the 2021-2029 Housing Element Update. At the same time, the City concurrently amended the General Plan 2040 Land Use and Economic Development Element to increase density in the Town Center Mixed Use designation to 30 du/ac. This change was made to accommodate a portion of the City's Regional Housing Needs Assessment (RHNA) allocation and increased potential residential buildout in the Town Center from 900 to 1,350 housing units. The potential impacts of the 2021-2029 Housing Element Update and concurrent Land Use and Economic Development Element amendment were determined to be within the scope of the Certified General Plan EIR. The City concluded that neither a subsequent nor a supplemental EIR was required. Accordingly, the City adopted an Addendum to the Certified General Plan EIR on August 11, 2022. The General Plan 2040 now incorporates these amendments, reflecting the increased density standards and updated housing capacity in the Town Center.

The City has now proposed the Diamond Bar Town Center Specific Plan to implement the Town Center goals set forth in the Diamond Bar General Plan 2040. This Specific Plan, referred to herein as the "refined project," proposes revisions to the Town Center's buildout scenario relative to the General Plan 2040. Under the refined project, the Town Center could accommodate up to 2,055 housing units (an increase of 705 units), 200 hotel rooms (an increase of 103 rooms), 40,000 square feet of public open space (a net new addition), and 446,000 square feet of commercial space (a decrease of 64,000 square feet, including retail, dining, and entertainment uses).

This environmental analysis evaluates the refined project and provides a "supplement" to the Certified General Plan EIR. This chapter outlines the purpose and overall approach to the preparation of the SIR. The City is the Lead Agency responsible for ensuring that the refined project complies with CEQA. "Lead Agency" is defined by Section 21067 of CEQA as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

1.1 Purpose of the SIR

The primary intent of CEQA is to ensure that public agency decision-makers document and consider the environmental implications of their actions in order to avoid or minimize environmental damage that could result from the implementation of a project wherever feasible, and to balance environmental, economic, and social objectives. The purpose of an EIR is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided (PRC Section 21002.1). However, it is an informational document, and not a decision document.

Purpose

This SIR serves five purposes:

1. To satisfy CEQA requirements for analysis of environmental impacts by including a complete and comprehensive evaluation of the physical impacts of adopting and implementing the refined project.
2. To identify the net increase in impacts of the refined project when compared to the prior analysis in the Certified General Plan EIR.
3. To analyze a range of reasonable alternatives to the refined project.
4. To inform decision-makers and the public of the potential environmental impacts of the refined project prior to taking action, and to assist City officials in reviewing the refined project.
5. To provide a basis for the review of development projects consistent with the refined project standards and public improvements proposed within the Planning Area.

The refined project, as required by California State Government Code Sections 65450–65457,[1] consists of land use regulations and development standards, a program of implementing measures, planning and needed public works projects to serve the Planning Area, and financing measures necessary to implement the refined project and its recommendations. The refined project is described in Chapter 2, *Project Description*. This SIR contains analysis of all potential environmental impacts expected to result from build-out of the refined project, including mitigation measures to avoid or minimize adverse environmental impacts. In accordance with CEQA, this SIR also identifies and evaluates alternatives to the refined project, including a No Project Alternative, which represents a continuation of the level of development identified for the Planning Area in the current General Plan. An environmentally superior alternative is also identified as part of the alternatives analysis.

This SIR represents the best effort to evaluate the potential environmental impacts of the refined project with a 2040 planning horizon. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development.

[1] State of California. 1984. Government Code Title 7, Division 1, Chapter 3, Article 8. Specific Plans [65450-65457]. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=8.

Intended Uses of the SIR

The CEQA Guidelines (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making, and the approvals for which the EIR will be used. This SIR will inform the City, in addition to other responsible agencies and the general public, of the potential environmental effects of the refined project and the refined project alternatives. The City will use the SIR as part of its review and consideration of the refined project. A General Plan Amendment and a Zoning Amendment will be required to increase the maximum density and floor area ratio (FAR) allowed within the refined project's Planning Area to authorize the refined project's proposed density, to establish development and design standards for development within the Planning Area, and to rezone the Planning Area parcels for the refined project's proposed uses.

Future implementation actions for the refined project may include Tentative Subdivision Maps and Development Permits. This SIR is a program-level EIR and does not evaluate the project-specific impacts of individual development that may occur under the refined project.

This SIR serves as the environmental document for all discretionary actions associated with development under the refined project. This SIR is intended to be the primary reference document in the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP). This SIR is also intended to inform other responsible agencies when considering approvals that may be required for development under the refined project. Federal, State, regional, and local government agencies that may have jurisdiction over development proposals in the 45-acre Planning Area include:

- California Department of Transportation (Caltrans) District 7
- Los Angeles County
- Los Angeles County Transportation Commission
- Pomona Unified School District
- South Coast Air Quality Management District
- Los Angeles Regional Water Quality Control Board

The refined project would require the following approvals, and discretionary and ministerial actions by the City:

- **Planning Commission**
  - Recommendation to adopt the refined project
  - Recommendation to certify the SIR pursuant to CEQA
- **City Council**
  - Adoption of the refined project
  - Certification of the SIR pursuant to CEQA
  - Adoption of ordinances, guidelines, programs, and other mechanisms for implementation of the refined project
- **Other City Boards and Commissions**
  - Adoption of programs or other actions that implement the refined project

1.2 Approach and Scope of the SIR

Type of EIR

This SIR is a supplement to a program EIR. The activities contemplated by the refined project are within the scope of the Certified General Plan EIR, as addended. The refined project is consistent with the types of allowable land use in the Planning Area described by the Certified General Plan EIR, as contemplated by the Town Center Mixed Use land use designation and Town Center Goals in the Diamond Bar General Plan 2040. Additionally, the Town Center Planning Area's geographic location was analyzed for environmental impacts in the Certified General Plan EIR, as addended. The refined project does not call for the expansion of any infrastructure and is thus consistent with the infrastructure described by the Certified General Plan EIR (CEQA Guidelines Section 15168(c)). Pursuant to CEQA Guidelines Section 15162, this SIR has been prepared to analyze the potential environmental impacts of the refined project's proposed increase in density and decrease in building intensity as compared to the Diamond Bar General Plan 2040, as amended, and the Certified General Plan EIR, as addended.

As defined in Section 15163 of the CEQA Guidelines, a Lead Agency may prepare an SIR when:

(1) Any of the conditions described in Section 15162[2] would require the preparation of a subsequent EIR; and

(2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

As a programmatic document, this SIR does not assess project-specific impacts of potential future projects under the refined project, all of which are required to comply with CEQA and/or other applicable laws and regulations.

Planning Horizon

For analytic purposes in this SIR, the analysis base year is 2023 (the time of release of the NOP for this SIR) unless otherwise noted, and the horizon year representing future conditions is 2040. In cases where current data is not available, the most recent known data is used to depict baseline conditions. The horizon year of 2040 represents the target year of the General Plan when projects and programs are anticipated to be fully implemented. Full implementation of the refined project may require completion beyond the horizon year (2040).

Environmental Issue Areas

Information gathered about the environmental setting is used to determine relevant planning issues, identify thresholds of significance, and evaluate potential impacts. Based on the Notice of Preparation (NOP; Appendix A), initial analysis of environmental setting and baseline conditions (as part of the Initial Study that was prepared for the public scoping period; Appendix B), and comments received during the SIR Scoping Period (Appendix C), the following issues are analyzed in this SIR:

[2] Section 15162 of the State CEQA Guidelines explains the circumstances in which a subsequent EIR may be prepared.

- Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

Alternatives

CEQA requires this SIR to evaluate a reasonable range of alternatives to the refined project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. This SIR evaluates alternatives in Chapter 4.

1.3 Environmental Review Process

In accordance with CEQA Guidelines Section 15090, prior to adopting the refined project, the City must certify that the Draft and Final SIRs have been completed in compliance with CEQA, and that the decision-making body of the lead agency considered the information contained in the Final SIR, and that the Final SIR reflects the lead agency's independent judgment and analysis. This section describes the environmental review process undertaken for this SIR pursuant to CEQA.

Notice of Preparation and Scoping

The NOP was issued on June 5, 2023, and the public scoping period was from June 5, 2023 to July 5, 2023. A Notice of Completion of an initial study was filed with the State Office of Planning and Research, and the NOP was filed with the Los Angeles County Clerk-Recorder and distributed by issuance in a newspaper and mailing to interested stakeholders, property owners, and business owners within a 1,000-foot radius of the Planning Area. A scoping meeting was held on June 8, 2023, at the Windmill Room, Diamond Bar City Hall, 21810 Copley Drive, Diamond Bar, California 91765. The NOP for analysis of the refined project and associated discretionary actions, and related comment letters received are included as Appendices A and C, respectively, of this SIR.

Tribal Consultation

Pursuant to State law (Assembly Bill [AB] 52 and Senate Bill [SB] 18), the City contacted and sent letters for consultation on June 7, 2022, to nine Native American Groups and received two replies during the 90-day consultation request period required under SB 18 (Appendix D, *Tribal Consultation Letters*):

1. On June 10, 2022, Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation stated that they agree with the refined project but would like to request further consultation if ground disturbance is to occur for all future projects at this location.

2. On July 7, 2022, Christina Conley of the Gabrielino Tongva Indians of California responded stating that they have no comment on the refined project.

In addition, the City contacted and sent letters for AB 52 consultation on July 9, 2025, to three Native American Groups and received two replies during the 30-day required consultation request period (Appendix D):

1. On July 9, 2025, Joseph Ontiveros of the Soboba Band of Luiseno Indians requested that consultation be deferred to Anthony Morales of the San Gabriel Band of Mission Indians.
2. On July 10, 2025, Brandy Salas of the Gabrieleño Band of Mission Indians - Kizh Nation stated that they have no concerns at this time and requested notification prior to any ground-disturbing activities.
3. As of August 9, 2025, the City did not receive any response from Anthony Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The City made an unsuccessful effort to contact Mr. Morales via telephone on July 9, 2025, and two additional contact efforts were made via email on July 9 and 16, 2025.

Although no Native American consultation was requested for the refined project under SB 18 and AB 52, consistent with the Certified General Plan EIR, City staff shall facilitate project-specific consultation prior to ground disturbance occurring for future projects within the Planning Area (Certified General Plan EIR Mitigation Measure 3.4-2). No tribal cultural resources have been previously recorded intersecting the Planning Area or within a quarter-mile radius, and background research does not indicate the presence of tribal cultural resources within the Planning Area. Any Native American (Tribal) cultural resources found on the project site during construction would be protected by adherence to Resource Conservation Measures RC-P-49 and RC-P-50. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. Furthermore, the refined project would implement Certified General Plan EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as comply with regulatory requirements relating to the unanticipated discovery of tribal cultural resources.

Draft SIR Review

The Draft SIR is distributed for review to the public and interested and affected agencies for a period of 45 days for the purpose of providing comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated” (Section 15204(a), CEQA Guidelines). In accordance with Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, upon completion of the Draft SIR, a Notice of Completion is filed with the State Office of Land Use and Climate Innovation and Notice of Availability of the Draft SIR is filed with the Los Angeles County Clerk-Recorder and distributed in at least one of three methods: (1) issued in a newspaper of general circulation in the area, (2) posted on and off the site in the area in which the project is to be located, and/or (3) directly mailed to the owners and occupants of property contiguous to the parcel or parcels on which the project is located.

The Draft SIR and all related technical studies will be available for review during the public review period at the offices of the City of Diamond Bar Planning Division, located at 21810 Copley Drive, Diamond Bar, California 91765 and on the Planning Division website: https://www.diamondbarca.gov/1065/Town-Center-Specific-Plan.

Final SIR and Certification

Following the end of the public review period, the City, as Lead Agency, will consider all comments and will provide written responses to comments received on the Draft SIR per CEQA Guidelines Section 15088. All comments and responses will be included in the Final SIR. Detailed responses to the comments received during public review, an MMRP, Findings of Fact, and Statement of Overriding Considerations for any impacts identified in the SIR as significant and unavoidable will be prepared and compiled as part of the SIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final SIR as being complete and in accordance with CEQA.

Relevant Plans and Environmental Studies

Pursuant to CEQA Guidelines Section 15150, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the SIR. Documents incorporated by reference must be briefly summarized in the SIR and made available to the public for inspection at a public place or a public building. The following reports are hereby incorporated by reference and are available for review at the City of Diamond Bar Planning Division:

- City of Diamond Bar Existing Conditions Report, Volumes I, II, and III (March 2017)
- City of Diamond Bar Adopted General Plan, including Certified Housing Element (December 2019–August 2022)
- City of Diamond Bar Adopted Climate Action Plan (December 2019)
- City of Diamond Bar 6th Cycle Housing Element (Adopted by the City Council August 2022, certified by HCD October 2022)
- City of Diamond Bar Addendum No. 1 to General Plan Update EIR for Housing Element (August 2022)

Organization of the SIR

This SIR is organized into the following chapters, plus appendices:

ES. **Executive Summary.** Summarizes the SIR by providing an overview of the refined project, the potentially significant environmental impacts that could result from the refined project, the mitigation measures to reduce or avoid these impacts, alternatives to the refined project, and identifies of the environmentally superior alternative.

1. **Introduction.** Introduces the purpose for the SIR, explains the EIR process and intended uses of the SIR, and describes the overall organization of this SIR.

2. **Project Description.** Describes in detail the refined project, including the location and planning boundaries, purpose and objectives, buildout, and implementation of the refined project.

3. **Environmental Settings and Impacts.** Analyzes the environmental impacts of the refined project. Impacts are organized by major topic. Each topic area includes a description of the environmental setting, significance criteria, methodology and potential impacts, a significance determination and, as applicable, mitigation measures.

4. **Analysis of Alternatives.** Presents a reasonable range of alternatives to the refined project, including the No Project Alternative and two refined project alternatives; provides discussion of environmental impacts associated with each alternative; compares the relative impacts of each alternative to those of the refined project and other alternatives; discusses the relationship of each alternative to the refined project's objectives; and identifies the environmentally superior alternative.

5. **CEQA Required Conclusions.** Summarizes significant environmental impacts, including growth-inducing, cumulative, and significant and unavoidable impacts; significant irreversible environmental change; and impacts found not to be significant.

6. **References.** Lists documents and other information sources used in the preparation of the SIR.

7. **List of Preparers.** Identifies the persons and organizations that contributed to the preparation of the SIR.

8. **Appendices.** Includes the NOP and compilation of agency and public comments received on the NOP, as well as technical documentation of data used for environmental analysis in the SIR. The appendices are listed in the Table of Contents.

2 PROJECT DESCRIPTION

This SIR evaluates the potential impacts of the proposed Diamond Bar Town Center Specific Plan, referred to as the "refined project." Generally, the refined project involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers in order to create a pedestrian-oriented "Town Center" that would provide housing opportunities, retail, restaurants, and entertainment. The refined project is further described in detail in Section 2.3 below.

A General Plan Amendment and zoning map and text amendments would be required to increase the maximum density allowed within the refined project's Planning Area to allow the proposed density, to establish development and design standards for development within the Planning Area, and to rezone the Planning Area parcels for the proposed land uses. Please see Section 1.1 regarding discretionary actions and approvals.

The refined project constitutes a "project" for the purposes of CEQA. Thus, this SIR has been prepared to address the potential environmental impacts associated with the refined project. This SIR will support the decision-making process to be undertaken by the City of Diamond Bar ("City"), in its role as the Lead Agency pursuant to CEQA, in considering the approval of the refined project. This environmental analysis is tiered from the Diamond Bar General Plan 2040 Certified EIR, as amended by an Addendum to the Certified General Plan EIR (adopted on August 11, 2022), which was adopted with the 2021-2029 Housing Element Update. This environmental analysis acts as a "supplement" to the Certified General Plan EIR, referred to herein as the "SIR."

2.1 Regional Location and Refined Project Boundaries

Regional Location

The City is an approximately 9,526-acre city located on the eastern edge of Los Angeles County, California, at the far eastern edge of the San Gabriel Valley, within 30 miles of the cities of Los Angeles, Riverside, and Irvine (Figure 2.1-1, *Regional Vicinity Map*). It is bound by the cities of Industry and Walnut to the north, the cities of Pomona and Chino Hills to the east, unincorporated area of Los Angeles County within Diamond Bar's Sphere of Influence and the City of Brea to the south, and unincorporated area of Los Angeles County to the west. The western edge of the City lies at the intersection of State Route 57 (SR-57) and SR-60, with SR-57 connecting the City to Interstate 10 (I-10) 1.5 miles north and SR-60 connecting to SR-71 roughly 2 miles east. Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard and Golden Springs Drive. The Industry Metrolink Station is located along Diamond Bar's northern border within the City of Industry, providing east-west transit connections to Los Angeles and Riverside.

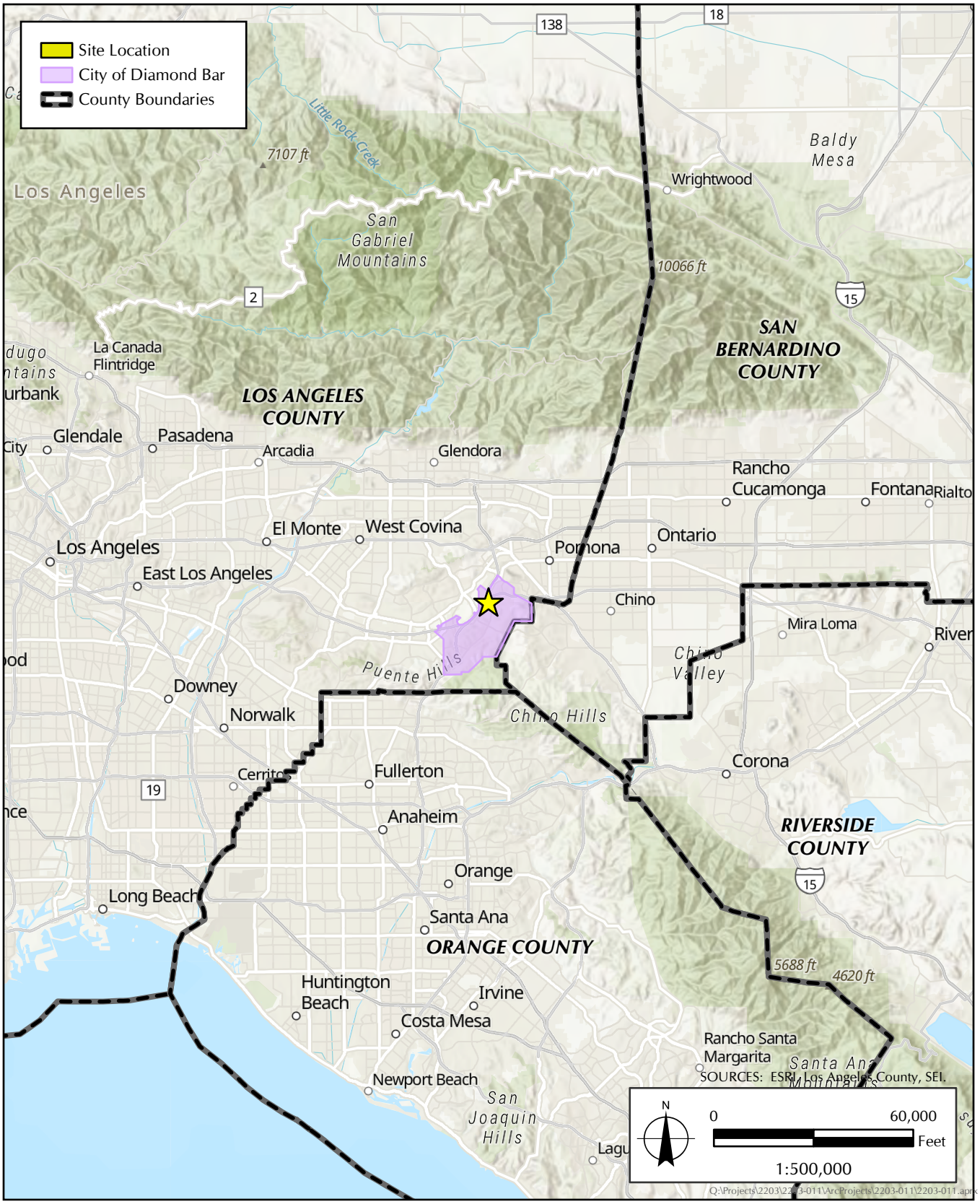


FIGURE 2.1-1

Regional Vicinity Map

Planning Area

The Planning Area for the refined project is defined as the land addressed by the refined project's policies and land use designations and is depicted in Figure 2.1-2, *Planning Area Map*. The Planning Area is approximately 45 acres, less than 0.5 percent of the total land area within the City limits. The Planning Area is bounded on the north by the Pomona Freeway (SR-60), on the east by a neighborhood of single-family homes, on the south by Lorbeer Middle School and Mount Cavalry Lutheran Church and School, and on the west by the Fall Creek private condominium community. The Planning Area is composed of 35 individual parcels with 23 unique property owners within a suburban-style commercial district.

The Planning Area is in the U.S. Geological Survey (USGS) 7.5-minute San Dimas topographic quadrangle (Figure 2.1-3, *Topographic Map*). The elevation in the middle of the Planning Area is approximately 741 feet above mean sea level. The site gently slopes roughly 4 percent from north to south. However, the Planning Area's topography was altered in order to build the existing shopping centers and their parking lots.

The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by SR-60. Access to the Town Center would be provided by both SR-60 and SR-57. Travelling on SR-60, access to the Town Center is by way of Diamond Bar Boulevard (Exit 26). Major thoroughfares providing access to the Town Center area would include Diamond Bar Boulevard and Golden Springs Drive. Both thoroughfares have painted bike lanes. The Planning Area is within view of the San Gabriel Mountains (approximately 7 miles from the foot of the mountain range).

The Planning Area is designated in the Diamond Bar General Plan 2040 for Town Center Mixed Use land uses, the purpose of which is to "encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses."[1] The Planning Area is zoned for Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1) land uses.[2] However, as shown in Table B-4, *Town Center Mixed Use Sites to be Rezoned*, in the Housing Element 2021-2029, all 35 parcels in the Planning Area were proposed to be rezoned to "Specific Plan" (Figure 2.1-4, *Town Center Mixed Use Parcels*; Table 2.1-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan" from Housing Element*).

[1] City of Diamond Bar. 2019. Figure 2-2: Land Use Diagram. In Chapter 2: Land Use and Economic Development of the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[2] City of Diamond Bar. N.d. Diamond Bar GIS Viewer. https://db.maps.arcgis.com/apps/webappviewer/index.html?id=605f2597e7d14ed388f57eb90f40682e

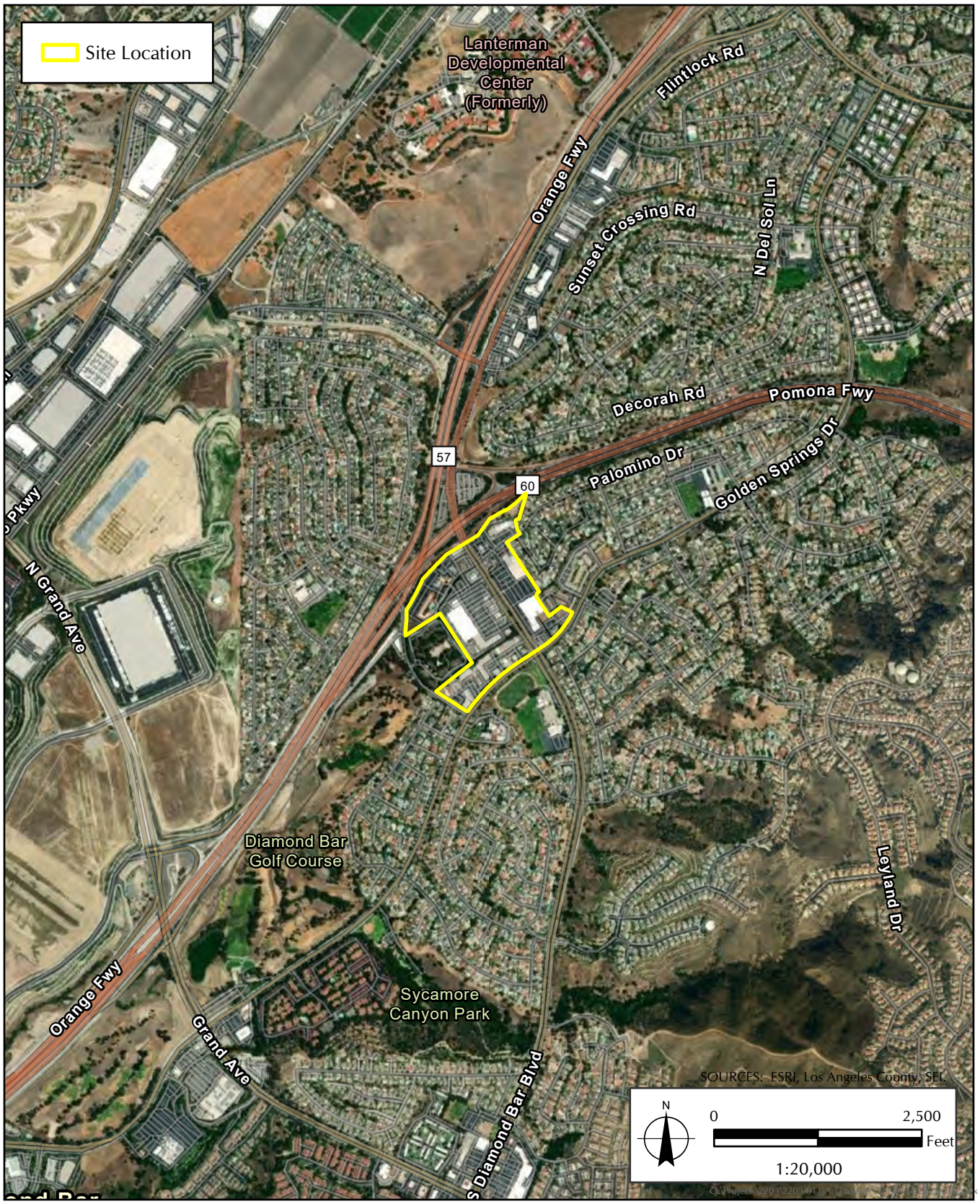


FIGURE 2.1-2

Planning Area Map

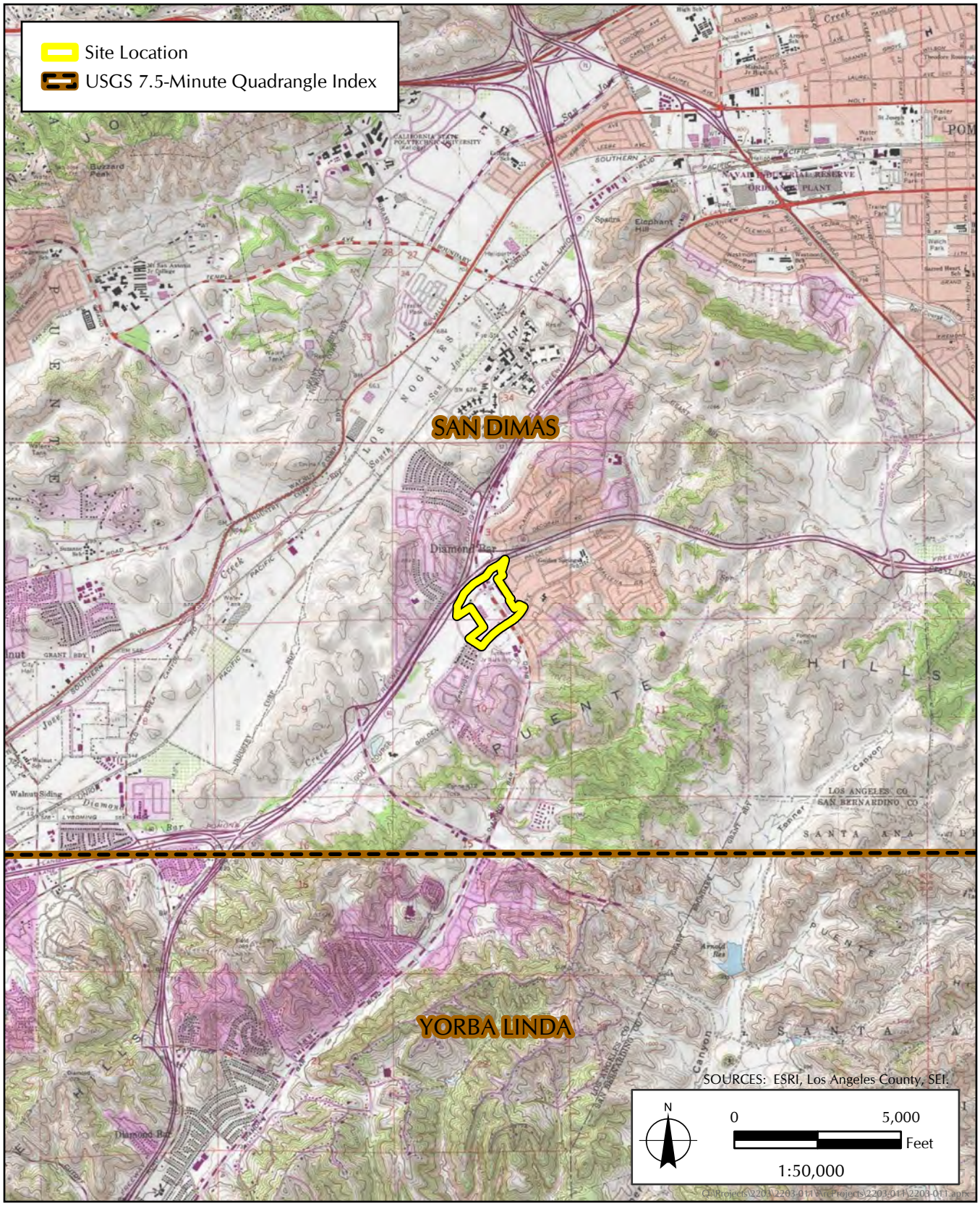


FIGURE 2.1-3
Topographic Map

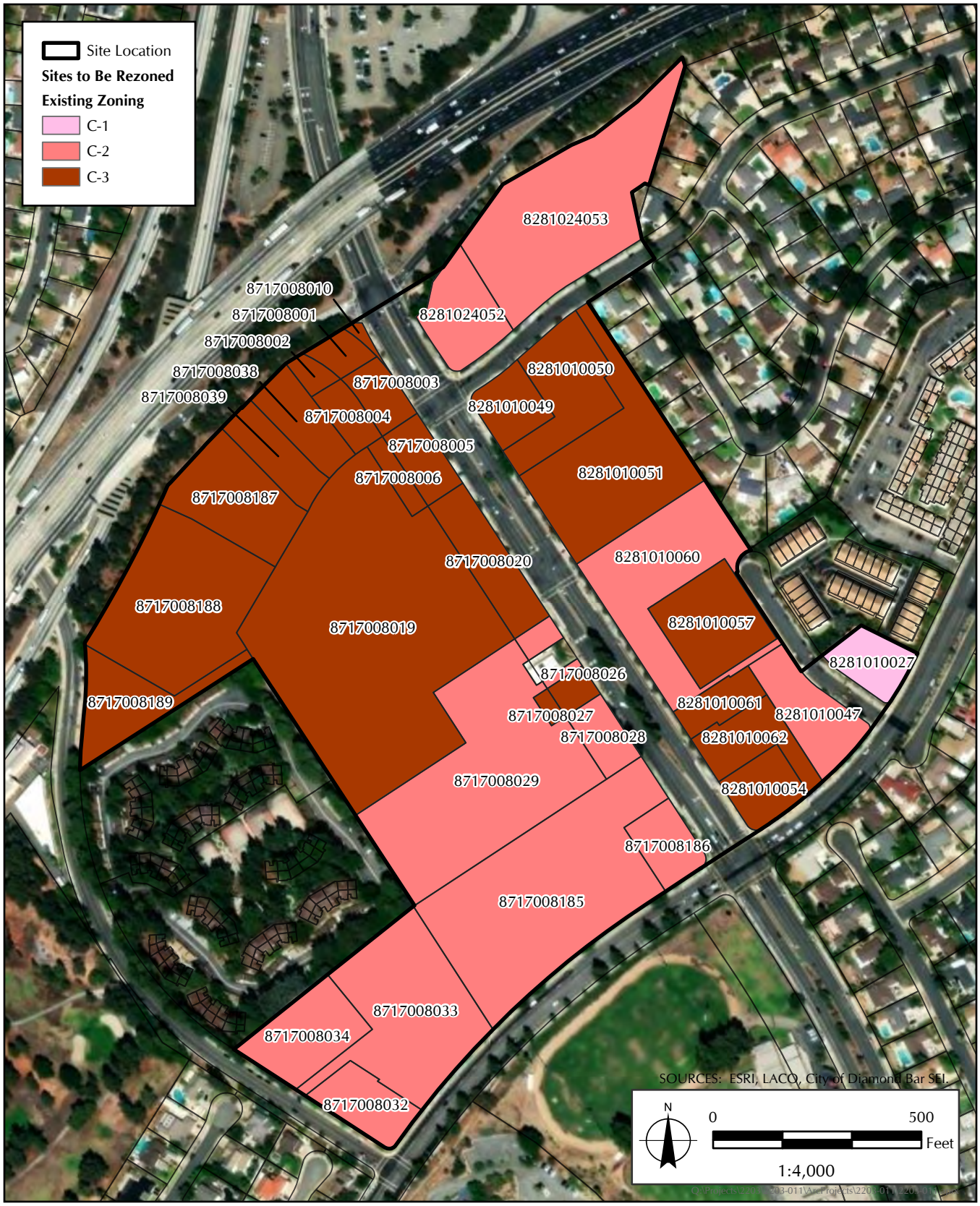


FIGURE 2.1-4

Town Center Mixed Use Parcel Map

TABLE 2.1-1
TOWN CENTER MIXED USE SITES TO BE REZONED "SPECIFIC PLAN" FROM HOUSING ELEMENT

AIN	Address	Parcel Size (acres)	Existing Zoning	Max Density	Existing Use	Year Existing Use Built	Floor Area Ratio (FAR)	Improvements-to-Land (I/L) Ratio
8281010027	23555 Golden Springs Dr	0.53	C-2	30	Office Building	1986	0.50	2.7
8281010047	23525 Golden Springs Dr	0.91	C-2	30	Professional Building	1967	0.19	2.1
8281010049	206 S Diamond Bar Blvd	0.54	C-3	30	Service Station	1971	0.08	0.7
8281010050	218 S Diamond Bar Blvd	1.23	C-3	30	Shopping Center	1971	0.59	0.6
8281010051	240 S Diamond Bar Blvd	2.4	C-3	30	Supermarket	1970	0.63	1.5
8281010054	350 S Diamond Bar Blvd	0.56	C-3	30	Service Station	1971	0.07	0.0
8281010057	300 S Diamond Bar Blvd	1.16	C-3	30	Drugstore/Pharmacy & Vacant Space	1970	1.01	7.8
8281010060		2.16	C-3	30	Parking Lots (Commercial Use Properties)	1970	1.01	0.0
8281010061	324 S Diamond Bar Blvd	0.4	C-3	30	Stores	1970	0.31	1.0
8281010062	334 S Diamond Bar Blvd	0.7	C-3	30	Bank	1971	0.2	0.9
8281024052	150 S Diamond Bar Blvd	0.86	C-3	30	Service Station	1987	0.03	0.1
8281024053	23525 Palomino Dr 45E	3.24	C-2	30	Stores, Restaurants, Montessori School	1980	0.55	1.0
8717008001	121 S Diamond Bar Blvd	0.25	C-3	30	Auto Service/Tire Sales	1975	0.65	2.8
8717008002	121 S Diamond Bar Blvd	0.16	C-3	30	Auto Service/Tire Sales	1975	1.02	0.7
8717008003	141 S Diamond Bar Blvd	0.39	C-3	30	Drive-thru Restaurant	1975	0.54	1.7
8717008004	141 S Diamond Bar Blvd	0.33	C-3	30	Drive-thru Restaurant	1975	0.55	1.9
8717008005	205 S Diamond Bar Blvd	0.46	C-3	30	Drive-thru Restaurant	1975	0.57	6.8
8717008006	205 S Diamond Bar Blvd	0.21	C-3	30	Drive-thru Restaurant	1975	0.63	3.8
8717008010	121 S Diamond Bar Blvd	0.06	C-3	30	Auto Service/Tire Sales		0	0.0
8717008019	249 S Diamond Bar Blvd	7.24	C-3	30	Shopping Center	1975	0.3	1.5
8717008020	235 S Diamond Bar Blvd	0.87	C-3	30	Drive-thru & Fast Casual Food & Beverages	2017	0.11	2.3
8717008026	301 S Diamond Bar Blvd	0.18	C-3	30	Service Station	1978	0.04	0.2
8717008027	301 S Diamond Bar Blvd	0.07	C-3	30	Service Station	1978	0.09	0.1
8717008028	315 S Diamond Bar Blvd	0.6	C-3	30	Shopping Center	1979	0.3	1.1
8717008029	303 S Diamond Bar Blvd	3.96	C-3	30	Shopping Center	1979	0.17	0.8
8717008032	23341 Golden Springs Dr	0.66	C-2	30	Office Building	0	0.38	1.9
8717008033	23347 Golden Springs Dr	2.46	C-2	30	Shopping Center	1977	0.19	0.5
8717008034	414 S Prospectors Rd	1.01	C-2	30	Professional Buildings	1977	0.25	1.6
8717008038	225 Gentle Springs Ln	0.65	C-3	30	Restaurants	1979	0.15	1.1
8717008039	233 Gentle Springs Ln	0.62	C-3	30	Restaurants	1979	0.08	0.8
8717008185	325 S Diamond Bar Blvd	4.2	C-2	30	Shopping Center	1977	0.33	0.9
8717008186	379 S Diamond Bar Blvd	0.53	C-2	30	Bank	1976	0.33	0.5
8717008187	245 Gentle Springs Ln	1.33	C-3	30	Restaurant	1989	0.15	1.3
8717008188	259 Gentle Springs Ln	2.71	C-3	30	Motel	1988	0.46	2.0
8717008189		0.96	C-3	30	Vacant land		0	0.0

Source: City of Diamond Bar. August 2022. General Plan 2040. Chapter 9.0: Housing Element. Table B-4: Town Center Mixed Use Sites to be Rezoned. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

2.2 Purpose and Objectives of the Refined Project

The CEQA Guidelines require a description of the refined project's underlying purpose and objectives (California Code of Regulations [CCR], Title 14, Section 15124(b)).

Purpose

The Diamond Bar General Plan 2040 calls for the transformation of the Planning Area from a suburban-style, auto-oriented neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that better serves the community. The mixed-use district is intended to provide housing opportunities, retail, restaurants, and entertainment.

In addition to better serving the community, the refined project is designed to implement statewide planning requirements. The State Legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California … (3) Among the consequences of those actions are … reduced mobility, urban sprawl, excessive commuting, and air quality deterioration" (Gov. Code Section 65589.5(a)). The State Legislature has also adopted findings that "California has a housing supply and affordability crisis of historic proportions" (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]). The City's 6th Cycle Housing Element identifies the Planning Area as an opportunity site to accommodate the Regional Housing Needs Assessment (RHNA). The March 2021 Southern California Association of Governments (SCAG) RHNA assigns a total of 2,521 housing units to the City during the 2021 to 2029 planning period.

The State Legislature has also acknowledged that there is a "need to balance the need for level of service standards for traffic with the need to build infill housing and mixed-use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing interests" (Gov. Code Section 65088.4 [SB 743 (2013)]). Senate Bill (SB) 743 aims to reduce greenhouse gas (GHG) emissions and particulates that contribute to climate change, encourage infill development and a diversity of land uses instead of sprawl, and promote multi-modal transportation networks. SB 375 (Chapter 728, Statutes of 2008) tied together the regional allocation of housing needs and regional transportation planning in an effort to reduce GHG emissions from motor vehicle trips. SB 375, which is implemented through each metropolitan planning organization's (e.g., SCAG) Sustainable Communities Strategy (SCS) and CEQA streamlining, encourages alternative modes of transportation in order to decrease GHG emissions from cars and light trucks, the largest and fastest-growing source of climate change causing emissions in California. Reduction in per capita vehicle miles traveled (VMT) across the State of California is part of the State's plan to reach its climate goals. Three primary approaches can reduce VMT: changing land use patterns to reduce the need to drive; investing in mass transit and other alternatives to driving; and increasing the cost of driving and parking to encourage the use of alternatives. One of the objectives of the refined project (see "Objectives" discussion below) is to provide a pattern of land uses that would accommodate people who choose to not use their car on a daily basis.

In April 2021, the City engaged the Urban Land Institute – Los Angeles (ULI-LA) to assemble a Technical Assistance Panel (TAP) to gain a better understanding of the market possibilities, implementation strategies, and design framework to be considered to implement the policies of the General Plan 2040 for the Town Center Focus Area. As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared

a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) there is a strong opportunity for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area.

Objectives

Section 1.5, Plan Goals, in the Specific Plan lists eight goals it is intended to achieve. These goals are listed below as the eight objectives of the refined project for purposes of this SIR in accordance with CEQA Guidelines Section 15124(b):

1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

2. Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.

3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

4. Allow for car-lite / car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated, thus furthering progress to the City's climate action goals.

5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.

6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan 2040) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.

7. Provide flexibility for the future — particularly for retail and commercial space — so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

8. Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.

Intended Uses of the SIR

Section 15124(d) of the State CEQA Guidelines requires EIRs to identify the agencies that are expected to use the EIR in their decision-making, and the approvals for which the EIR will be used. This SIR will inform the City, in addition to other responsible agencies, persons, and the general public, of the potential environmental effects of the refined project and its alternatives. The City will use this SIR as part of its project review and decision-making process. Other agencies expected to use the EIR include Los Angeles County, California Department of Transportation (Caltrans) District 7, Regional Water Quality Control Board – Los Angeles Region, South Coast Air Quality Management District, and Southern California Association of Governments, and any other responsible or trustee agencies. The City Planning Commission will offer a recommendation to the City Council regarding the approval of the refined project, and the ultimate decision whether to approve the refined project will be made by the City Council.

Anticipated Discretionary Actions

This SIR serves as the environmental document for all discretionary actions associated with development under the refined project. This SIR is intended to be the primary reference document in the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP). This SIR is also intended to inform other responsible agencies when considering approvals that may be required for development under the refined project. Federal, State, regional, and local government agencies that may have jurisdiction over development proposals in the 45-acre Planning Area include:

- California Department of Transportation (Caltrans) District 7
- Los Angeles County
- Los Angeles County Transportation Commission
- Pomona Unified School District
- South Coast Air Quality Management District
- Los Angeles Regional Water Quality Control Board

The refined project would require the following approvals, and discretionary and ministerial actions by the City:

- **Planning Commission**
  - Recommendation to adopt the refined project
  - Recommendation to certify the SIR pursuant to CEQA
- **City Council**
  - Adoption of the refined project
  - Certification of the SIR pursuant to CEQA
  - Adoption of ordinances, guidelines, programs, and other mechanisms for implementation of the refined project
- **Other City Boards and Commissions**
  - Adoption of programs or other actions that implement the refined project

2.3 Specific Plan

Planning Horizon

The planning horizon is the period of time for which the refined project looks ahead in order to comprehensively plan for the City's next major phase of growth, change, and development. The refined project establishes a horizon year of 2040, consistent with the Diamond Bar General Plan 2040.

Refined Project

The refined project involves the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers. Currently, the Planning Area has 510,000 square feet of existing commercial space comprised of retail, dining, and medical office, as well as 97 hotel rooms. The refined project includes objective design standards that would apply a unified design vision to all future development to create a "sense of place."

General Plan Amendment

A General Plan Amendment would be required to increase the maximum residential density allowed within the Planning Area to allow the refined project's proposed density.

The "Town Center Mixed Use" land use designation in the Land Use and Economic Development Chapter of the Diamond Bar 2040 General Plan establishes a maximum FAR of 1.5 and a residential density of 20.0 to 30.0 dwelling units per acre (du/ac).[3,4]

The refined project proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 45.7 du/ac in the Planning Area. The refined project assumes that all housing developments would include either 5 percent low-income or 15 percent moderate-income units. The refined project would involve amendments to the Diamond Bar 2040 General Plan to update the maximum residential density for the Town Center Mixed Use land use designation.

Zoning Amendment

An amendment to the City Zoning Map would be required to re-zone all parcels within the Planning Area to "Specific Plan." The refined project would specify the permitted uses, maximum residential density, and FAR within the Town Center Specific Plan area.

All parcels in the Planning Area are zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1) (Figure 2.1-4). Title 22, *Development Code*, of the City's Code of Ordinances states that the allowable FAR for nonresidential

[3] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[4] City of Diamond Bar. 2025. City of Diamond Bar Resolution No. 2025-04 (adopted January 27, 2025). Resolution No. 2025-04 was adopted after the publication of the Initial Study and after the scoping period for this Draft Supplemental Environmental Impact Report.

development in these zones shall be from 0.25 to 1.00,[5] which is less than the refined project's FAR.

As stated above in Section 2.7, *Zoning*, the Housing Element 2021-2029 proposed re-zoning all parcels in the Planning Area to "Specific Plan" (Table 2.1-1; Figure 2.1-4). Consistent with the Housing Element 2021-2019, the refined project would involve amendments to the City Zoning Map to re-zone all parcels in the Planning Area to "Specific Plan" to allow the proposed density and FAR of the refined project.

Development Buildout

The refined project is anticipated to result in up to 2,055 housing units (increase of 705 units); 200 hotel rooms (increase of 103 rooms); 40,000 square feet of public open space (increase of 40,000 square feet); and 446,000 square feet of commercial space (decrease of 64,000 square feet), including retail, dining, and entertainment uses (Table 2.3-1, *Maximum Buildout of the Refined Project*). The proposed increase in density is consistent with the major conclusions of the ULI TAP report, which states that "The TAP's vision for the Diamond Bar Town Center includes higher residential densities than currently allowed in the Vision 2040 General Plan."[6] The refined project also includes supporting infrastructure through the adoption of the refined project and associated entitlements.

To ensure a conservative approach, the analysis assumes maximum buildout of new housing units, new commercial development, and related uses (Table 2.3-1). Actual buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and entitlement processes from federal, state, and local regulations. Actual buildout of the refined project would involve the development of new driveways and privately owned accessways between development within the Planning Area in addition to the development associated with housing, hotels, and commercial space, as shown in the Conceptual Layout of Buildout. Figure 2.3-1, *Conceptual Layout of Buildout,* illustrates a conservative approach to the buildout of the refined project in order to present a worse-case scenario in throughout the analysis in this SIR. New development would be required to conform to the Objective Design Standards and Guidelines of the Specific Plan. Based on the density of development, this SIR assumes that maximum buildout of the refined project would involve construction of three- to six-story-high buildings within the Planning Area.

[5] City of Diamond Bar. N.d. Code of Ordinances, Title 22 – Development Code, Chapter 22.10 – Commercial/Industrial Zoning Districts.

[6] Urban Land Institute. April 2021. Diamond Bar Town Center Technical Assistance Panel Report. https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId= (accessed October 29, 2024).

TABLE 2.3-1
MAXIMUM BUILDOUT OF THE REFINED PROJECT

	General Plan 2040 Existing Conditions (2023)	Refined Project
Housing units	0	2,055
Hotel	97 rooms	200 rooms
Retail/commercial	510,000 SF	446,000 SF
Open space	0 SF	40,000 SF
Road diet	No	Yes
Number of Diamond Bar Blvd traffic lanes	6 lanes (within Planning Area) & landscaped median	4 lanes
Travel lane width	11–14.5 feet	11 feet
Turn pocket width	8.5–15 feet	10 feet
Bicycle lanes on Diamond Bar Blvd	Yes (Class II/on street)	Yes (Class IV)
Street parking on Diamond Bar Blvd	Not allowed	Not allowed
Sidewalk width on Diamond Bar Blvd	8–15 feet	8–15 feet
Bicycle lanes on Golden Springs Dr	Yes (Class II)	Yes (Class IV)
Bicycle lanes on Grand Avenue	No	Yes (Class IV)
Bicycle lanes on Prospectors Road	No	Yes (Class IV)
Bicycle lanes on Sunset Crossing Road	No	Yes (Class III)

Source: Transportation Study (Appendix F to SIR).

City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

Note: The proposed road diet for the refined project would remove the landscaped center median adjacent to left-turn lanes, remove the rightmost travel lane in each direction between Gentle Springs Lane / Palomino Drive and Golden Springs Drive, and implement right-turn lanes approaching driveways. The proposed road diet would also reduce pedestrian crossing distances and increase space within the existing public right-of-way for alternative uses such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping.

Class II Bicycle Lanes: on-street bicycle lanes that are not protected from vehicular traffic, demarcated by paint and signage. Class III Bicycle Lanes: bicycle routes that are shared with vehicles, typically on low-volume, low-speed streets. Class IV Bicycle Lanes: protected bicycle lanes/bikeways that are physically separated from vehicle traffic and are exclusively for bicycle use.

The width of a typical sidewalk for a major arterial street through a commercial zone is 12-15 feet or more.

The General Plan proposes Class IV and Class III bicycle facilities within the Planning Area.

As indicated in Section 6.5 of the Specific Plan, the refined project structures would be up to 45 to 75 feet high depending on building type (see Table 2.3-2, *Maximum Building Heights by Building Type*). Additionally, for height averaging, up to thirty percent of the building footprint area may be one story (10 feet) taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story (10 feet) shorter than the maximum allowed height.



SOURCE: Torti Gallas + Partners 2024

FIGURE 2.3-1
Conceptual Layout of Buildout

TABLE 2.3-2
MAXIMUM BUILDING HEIGHTS BY BUILDING TYPE

Maximum Height	Building Types
45 feet	Town House
50 feet	Flex/Loft Building
55 feet	Exposed Garage Building
65 feet	Courtyard Building Urban Supermarket Urban Anchor Building
75 feet	Liner Building with Garage Urban Block Building

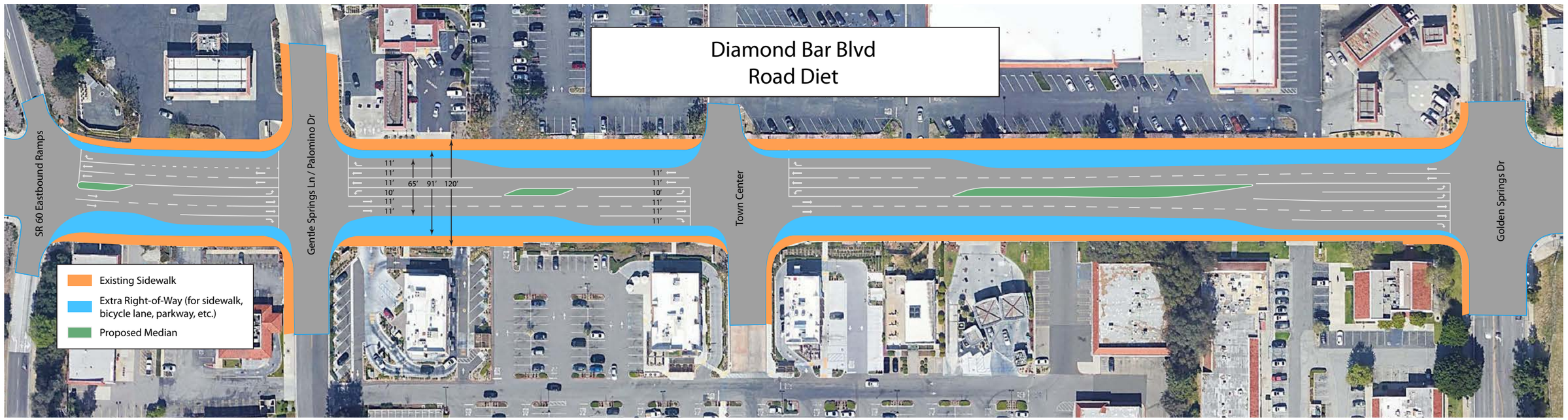
Road Diet

As part of the infrastructure improvements, the refined project would implement a "road diet" to narrow Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive by reducing lane widths from an existing 12-foot width to 11 feet for travel lanes and 10 feet for left turn pockets (Figure 2.3-2, *Conceptual Layout of Road Diet*). The changes to Diamond Bar Boulevard would also remove the rightmost travel lane in each direction and implement right-turn lanes approaching driveways. The road diet would reduce pedestrian crossing distances and increase space within the existing public right-of-way for alternative uses such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. This road diet would eliminate one through lane in each direction (from three to two), remove the center median, and narrow the remaining lanes.

The direct benefits of a road diet include shorter pedestrian crossing distances and more space on the existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. Exclusive right-turn pockets could be provided at each intersection where, currently, right turns are made from shared through lanes.

The road diet would not substantially reduce capacity for through traffic, as Diamond Bar Boulevard already provides only two lanes north of SR-60 and south of Golden Springs Drive, and all left- and right-turn capacity would be retained. Rather than affect capacity, the narrower lanes and reduced overall roadway width would help to calm traffic and promote a neighborhood feel. In this way, it could reduce the amount of cut-through traffic that currently uses Diamond Bar Boulevard to bypass the SR-57 / SR-60 confluence area.





SOURCE: Gibson Transportation Consulting, Inc. 2024

FIGURE 2.3-2
Conceptual Layout of Road Diet

Refined Project Development Standards

In addition to the road diet, the refined project contains numerous development standards that would avoid and/or reduce environmental impacts. These design standards are described in detail in the Specific Plan in Appendix F (Town Center Specific Plan) to this Draft SIR, with a selection presented in Table 2.3-3, *refined Project Design Standards*.

TABLE 2.3-3
REFINED PROJECT DESIGN STANDARDS

Specific Plan Section	Relevance
3. Public Realm	Design features in public space that encourage pedestrian activity, and reduce reliance on cars.
4. Infrastructure	Upgrades to infrastructure, potentially resulting in a reduction in water and energy use.
5. Land Use, Density and Intensity Standards	Allowable residential uses and densities to support a variety of housing opportunities.
6. Objective Design Standards	Support the development of a "sense of place" throughout the Planning Area by setting forth building types, massing, landscaping, grading, lighting, parking, pedestrian and bicycle access, utilities, signage, architectural standards et al.

The design components or characteristics of future development under the refined project would comply with these development standards. For example, future development would require trash receptacles to be covered and properly maintained in order to prevent potentially adverse odors.

In addition to design standards, the refined project identifies constraints, opportunities, and other guidance to support the City's goal of transforming the Planning Area into the vision described therein.

Construction Scenario

The refined project is a planning-level document and, as such, there are no known projects, construction dates, or construction plans at this time. However, the type and size of total anticipated growth has been estimated for the purposes of this environmental analysis, including a reasonable worst-case annual construction scenario.

Although future development that would occur under the refined project would be subject to market conditions and various factors, the analyses throughout this SIR assume the maximum buildout that could occur with refined project implementation. Individual development projects that could occur under the refined project would be subject to the applicable provisions of CEQA and would require additional survey, design, and engineering work to support design development and ultimately project construction, operation, and maintenance.

The existing land uses within the Town Center Focus Area that would not be redeveloped would remain open during the construction of individual projects, with portions of the subject property closed off as necessary for construction activity. The anticipated development described in the Specific Plan would be constructed within the Planning Area boundaries.

The exact locations of future projects and construction that would occur under the refined project are not known at this time, although it is assumed that some of the activities would take place in close proximity to sensitive receptors, such as homes and schools. The severity of impacts

due to construction (such as air quality or noise) would ultimately depend on project-specific information, such as the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of equipment used, and the duration of the activity. While these details are not available at this time, it is assumed that future projects would comply with all applicable federal, state, regional, and local regulations and standards.

Construction Schedule

While phasing of individual projects cannot be determined, construction could begin as early as summer 2025, and continue through 2041, consistent with the planning horizon and assumptions of the Diamond Bar General Plan 2040. Construction is forecast based on the expectation that a maximum of 12.5 percent of the total new development under the refined project could be developed in any year (i.e., an even annual rate of development over 15-16 years would result in 6.25 percent of the refined project being built per year; therefore, conservatively, this analysis assumes a maximum of twice that much development per year or 12.5 percent of the refined project's maximum buildout).

Construction Activities

Construction would require the use of heavy equipment during the demolition, grading, excavation, and other construction activities with the Planning Area. During each stage of development for any given construction project, a different mix of equipment would be used. As such, construction activity would fluctuate depending on the particular type, number, and duration of use of the various pieces of equipment.

Construction activities would include demolition, site preparation, excavation, grading, building construction, and paving. The analysis assumes that earthmoving cut and fill of soil would be minimized onsite to minimize soil import or export by haul trucks. Heavy-duty equipment, vendor supply trucks, and concrete trucks would be used during construction of foundations and buildings. Landscaping and architectural coating would occur during the finishing activities.

Construction Equipment

The following types of construction equipment could potentially be used in the construction of individual projects under the refined project:

- Dump trucks
- Graders or dozers for earthwork
- Concrete/industrial saws
- Crew vehicles
- Rubber tired dozers
- Tractors/loaders/backhoe
- Delivery Trucks
- Scrapers
- Excavators
- Cranes
- Forklifts
- Generator sets
- Welders
- Pavers

- Paving equipment
- Rollers
- Air compressors
- Pile drivers

This list of typical construction equipment was used to evaluate the refined project's potential construction impacts.

Construction Requirements

Site preparation and construction for individual projects would be undertaken in accordance with all federal, state, and local applicable building codes. Development within the City, including the Planning Area, is required to comply with Chapter 22.28, *Noise Control*, of the Diamond Bar City Code. Daily construction activities would be undertaken Monday through Saturday, between 7:00 a.m. and 7:00 p.m. No work shall be conducted on Sundays or any recognized federal, state, or local holidays.[7]

The construction contractor shall ensure that all construction and grading equipment is properly maintained. All stockpiles shall be covered at all times when not in use. Best management practices (BMPs) shall be utilized through the duration of the construction per the Storm Water Pollution Prevention Plan (SWPPP).

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

[7] City of Diamond Bar. N.d. Chapter 22.28 – Noise Control. Diamond Bar City Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.28NOCO

3 ENVIRONMENTAL SETTINGS AND IMPACTS

Overview

Chapter 3 includes information related to existing conditions for each issue area, method of analysis, summary of impacts, and detailed analyses of the type and magnitude of individual and/or cumulative environmental impacts, and, as applicable, mitigation measures. Sections 3.1 through 3.9 analyze the potential environmental impacts that may occur as a result of implementation of the refined project, as described in Chapter 2. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City as potentially significant and for which additional evaluation was requested during scoping:

3.1 Aesthetics
3.2 Air Quality
3.3 Greenhouse Gas Emissions
3.4 Hydrology and Water Quality
3.5 Noise
3.6 Public Services
3.7 Recreation
3.8 Transportation
3.9 Utilities and Service Systems

This SIR is a program-level EIR and does not evaluate the project-specific impacts of individual development that may occur under the refined project. Pursuant to Section 15152 of the CEQA Guidelines, subsequent projects that are consistent with the proposed project may "tier" from this SIR, relying on the environmental analysis and mitigation measures it contains in order to streamline environmental review or to focus on project-specific environmental effects that are not considered in this SIR, if any. Additionally, subsequent projects that satisfy the requirements of CEQA Guidelines Section 15182 or 15183 may be eligible for streamlined environmental review.

Environmental topics that were determined not to be potentially significant and, during the scoping process, were determined to not require further analysis are addressed in Chapter 5, *CEQA Required Conclusions*.

Impacts Considered

According to the CEQA Guidelines, the following general types of environmental impacts must be considered in this SIR:

- **Direct or primary impacts**, which are caused by the refined project and occur at the same time and place as the refined project.

- **Indirect or secondary impacts**, which are caused by the refined project and occur later in time or farther removed in distance but are reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts or other impacts related to induced changes in the pattern of land use, population density, or growth rate, and related impacts on air, water, and other natural systems. Indirect or secondary impacts may also include cumulative impacts.

- **Short-term impacts**, which are those of a limited duration, such as the impacts that would occur during the construction phase of the refined project.

- **Long-term impacts**, which are those of greater duration, including those that would endure for the life of the refined project and beyond.

- **Irreversible environmental changes**, which may include current or future irretrievable commitments to using non-renewable resources, or growth-inducing impacts that commit future generations to similar irretrievable commitments of resources. Such changes are addressed in Chapter 5.

- **Cumulative impacts**, which include two or more individual impacts that when considered together are considerable or which compound or increase other adverse environmental effects. The individual impacts may be changes resulting from a single project or a program of projects. The cumulative effect from several projects or the change in the environment that results from the incremental effect of the refined project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time. Cumulative impacts are addressed in Chapter 5, *CEQA Required Conclusions*.

Organization

Each section of this chapter is formatted to include a summary of existing conditions, including regulatory context; the criteria for determination of significance for each impact; evaluation of refined project impacts; a mitigation framework, if applicable; and a conclusion of significance after mitigation for impacts identified as significant.

The evaluation of the refined project is tiered from the 2019 certified Diamond Bar General Plan Update (Diamond Bar General Plan 2040) and Climate Action Plan Program Environmental Impact Report (EIR) (Certified General Plan EIR) (State Clearinghouse No. 2018051066), as amended by an Addendum to the Certified General Plan EIR (adopted on November 2, 2021), which was adopted with the 2021-2029 Housing Element Update.

The Environmental Setting subsection provides relevant information about the existing physical environment related to the particular environmental topic. In accordance with Section 15125 of the CEQA Guidelines, the discussion of the physical environment describes existing conditions within the Planning Area at the time the Notice of Preparation (NOP) was filed on June 5, 2023, unless otherwise noted. CEQA Guidelines require that emphasis be placed on environmental resources that are rare or unique to the region and that would be affected by the refined project. The existing conditions serve as the baseline for the analysis of potential environmental impacts that would result from implementation of the refined project.

The Regulatory Setting subsection describes federal, State, and local plans, policies, regulations, and laws that may apply to the environmental topic under evaluation.

The Impact Analysis subsection focuses on an analysis of the potential environmental impacts of the refined project described in Chapter 2, *Project Description*, of this SIR. The impact analysis in this SIR assumes implementation of the refined project through 2040 at full buildout and does not

include an analysis of interim development phases; the potential impacts of such projects can only be known when they are proposed at some point in the future. All potential direct and indirect impacts in Chapter 3 are evaluated in relation to applicable City, regional, State, and federal standards. Thresholds of significance based on Appendix G of the CEQA Guidelines are used to identify the potential environmental impacts of the refined project; the methods used to conduct the impact analysis are summarized; and the impacts analyzed in the respective subsection are summarized. Applicable mitigation measures from the Certified General Plan EIR have been identified in this document. It is important to note that the impact analysis and determinations presented in this Draft SIR are based on the net impacts of refined project, compared to the impacts presented in the Certified General Plan EIR. Refer to Chapter 2, *Project Description*, for a discussion of the development program considered in the analyses herein.

Determining Level of Significance

For each potential environmental impact identified in this SIR, a statement of the level of significance of the impact is provided. The significance level of these impacts is determined to be under one of the following categories:

No impact, which is used when the environmental resource being discussed would not be adversely affected by implementation of the refined project. It means no change from existing conditions. This impact level does not require mitigation.

Less than significant impact, which is used if there would be a minor change in the physical environment for an environmental resource, but the impact would not meet or exceed the significance threshold. This impact level does not require mitigation.

Less than significant impact with mitigation, which is used when there would be a substantial adverse effect on the physical environment, but can be reduced to a less than significant level with mitigation. Under CEQA, mitigation measures must be provided, where feasible, to reduce the magnitude of significant or potentially significant impacts.

Significant and unavoidable impact, which is used when there would be a substantial adverse change in the physical environment and no known feasible mitigation measures are available to reduce the impact to a less than significant level. Under CEQA, a project with significant and unavoidable impacts may be approved, but the lead agency (in this case, the City) must prepare a “statement of overriding considerations” in accordance with Section 15093 of the CEQA Guidelines, explaining how the benefits of the project outweigh the potential for significant impacts.

3.1 Aesthetics

This section analyzes potential impacts to aesthetics from construction, operation, and maintenance of the refined project. Site visits were conducted between March 17, 2023, and March 26, 2023, to observe and gather baseline conditions in the Planning Area and along Diamond Bar Boulevard. This analysis consists of a summary of the regulatory framework that guides the decision-making process, a description of the existing conditions in the Planning Area, anticipated impacts (direct, indirect, and cumulative), mitigation measures as applicable, and the level of significance after mitigation, as applicable.

There were three comments during the Notice of Preparation (NOP) scoping meeting regarding topics covered in this section (see Appendix C):

- Preference for design providing visual shielding from parking lots (three commentors)
- Inquiry: why are the buildings six floors?
- Support buildings that are six-plus stories

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the refined project to result in new or substantially more adverse impacts on aesthetics than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity of previous identified environmental effects on aesthetics in relation to scenic vistas, scenic resources within a state scenic highway, or degradation of the visual quality or character of public views of the site and its surroundings. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in less than significant impact on aesthetics in relation to light and glare. As a result of the initial study assessment, it was determined that supplemental analysis of light and glare would be needed to evaluate the criteria pursuant to Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on aesthetics, in relation to light and glare, than those evaluated for the Certified General Plan EIR.

Light and Glare

Glare occurs when too much light enters the eye and interferes with its ability for the eye to manage it,[1] and therefore impedes good visibility.[2] Perceived glare is the unwanted and potentially objectionable sensation as observed by a person looking directly into the light source (e.g., the sun, the sun's reflection, automobile headlights, or other light fixtures). Reflective surfaces on existing buildings, car windshields, surface or paving materials, bodies of water, and so forth can expose people and property to varying levels of glare that "can be undesirable, and even painful or hazardous."[3] Glare may come directly from a light source or be reflected from a surface and can come from a daytime or nighttime condition. Typically, glare is a daytime condition where the

[1] Dark Skies for Kids. N.d. Glare. Available at: https://www.darkskies4kids.org/glare (accessed March 12, 2024).

[2] Harris, Charles, and Nicholas Dines. Time-Saver Standards for Landscape Architects, 2nd Edition. P. 540-4. McGraw Hill.

[3] Hopper, Leonard J. 2007. Landscape Architectural Graphic Standards. P. 522. John Wiley & Sons.

sun reflects off a particular surface while lighting is a nighttime condition with effects often occur when new nighttime sources of lighting are introduced into an area. The sun's vertical angle changes seasonally and therefore, the area subject to the glare of reflected sunlight varies.[4] "Varying heights of plants and placement can screen or block the sun and/or artificial light glare and protect viewers from adjacent surfaces such as water, paving, glass, and building surfaces."[5,6]

Site visits were conducted in March 2023 to observe and document baseline conditions as part of the analysis. The Planning Area is a developed commercial area with one-story to three-story-high suburban style buildings surrounded by asphalt parking lots with overhead lighting, patches and strips of ornamental trees and landscaping, and the wide Diamond Bar Boulevard thoroughfare. As stated in the Certified General Plan EIR, the light and glare that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban setting. Existing sources of daytime glare within the Planning Area include asphalt parking lots, parked cars, vehicles moving through the Planning Area along the paved Diamond Bar Boulevard, and windows on the existing commercial development that can reflect heat and light. The shopping centers, parking lots, and Diamond Bar Boulevard are well lit at night with overhead lighting.

Regulatory Setting

STATE

California Code of Regulations Title 24[7]

The 2022 Building Energy Efficiency Standards Section 10-114 (Determination of Outdoor Lighting Zones and Administrative Rules for Use) establishes rules for implementing outdoor lighting zones to show compliance with Section 140.7 of the Title 24, California Code of Regulations Part 6.

(a) Lighting Zones. Exterior lighting allowances in California vary by Lighting Zones (LZ).
(b) Lighting Zone Characteristics. TABLE 10-114-A specifies the relative ambient illumination level and the statewide default location for each lighting zone.
(c) Amending the Lighting Zone Designation. A local jurisdiction may officially adopt changes to the lighting zone designation of an area by following a public process that allows for formal public notification, review, and comment about the proposed change. The local jurisdiction may determine areas where Lighting Zone 4 is applicable and may increase or decrease the lighting zones for areas that are in State Default Lighting Zones 1, 2 and 3, as specified in TABLE 10-114-A.

[4] American Institute of Architects (AIA). 1981. Architectural Graphic Standards. Seventh Edition. P. 159. John Wiley & Sons.

[5] American Institute of Architects (AIA). 1981. Architectural Graphic Standards. Seventh Edition. P. 159. John Wiley & Sons.

[6] Hopper, Leonard J. 2007. Landscape Architectural Graphic Standards. P. 522. John Wiley & Sons.

[7] State of California. August 2022. California Code of Regulations: 2022 Title 24, Part 6 Building Energy Efficiency Standards. https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf (accessed March 13, 2024).

TABLE 10-114-A LIGHTING ZONE CHARACTERISTICS AND RULES FOR AMENDMENTS BY LOCAL JURISDICTIONS

Zone	Ambient Illumination	State wide Default Location	Moving Up to Higher Zones	Moving Down to Lower Zones
LZ0	Very Low	Undeveloped areas of government designated parks, recreation areas, and wildlife preserves.	Undeveloped areas of government designated parks, recreation areas, and wildlife preserves can be designated as LZ1 or LZ2 if they are contained within such a zone.	Not Applicable
LZ1	Low	Rural areas, as defined by the 2010 U.S. Census. These areas include: single or dual family residential areas, parks, and agricultural zone districts, developed portion of government designated parks, recreation areas, and wildlife preserves. Those that are wholly contained within a higher lighting zone may be considered by the local government as part of that lighting zone	Developed portion of a government designated park, recreation area, or wildlife preserve, can be designated as LZ2 or LZ3 if they are contained within such a zone. Retail stores, located in a residential neighborhood, and rural town centers, as defined by the 2010 U.S. Census, can be designated as LZ2 if the business operates during hours of darkness	Not Applicable
LZ2	Moderate	Urban clusters, as defined by the 2010 U.S. Census. The following building types may occur here: multifamily housing, mixed use residential neighborhoods, religious facilities, schools, and light commercial business districts or industrial zoning districts	Special districts within a default LZ2 zone may be designated as LZ3 or LZ4 by a local jurisdiction. Examples include special commercial districts or areas with special security considerations located within a mixed-use residential area or city center	Special districts may be designated as LZ1 by the local jurisdiction, without any size limits
LZ3	Moderately High	Urban areas, as defined by the 2010 U.S. Census. The following building types may occur here: high intensity commercial corridors, entertainment centers, and heavy industrial or manufacturing zone districts.	Special districts within a default LZ3 may be designated as a LZ4 by local jurisdiction for high intensity nighttime use, such as entertainment or commercial districts or areas with special security considerations requiring very high light levels.	Special districts may be designated as LZ1 or LZ2 by the local jurisdiction, without any size limits.
LZ4	High	None	Not Applicable	Not Applicable

Source: State of California. August 2022. California Code of Regulations: 2022 Title 24, Part 6 Building Energy Efficiency Standards. https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf (accessed March 13, 2024).

Note: Authority: Sections 25402 and 25402.1, Public Resources Code. Reference: Sections 25007, 25008, 25218.5, 25310, 25402, 25402.1, 25402.4, 25402.5, 25402.8, and 25943, Public Resources Code

REGIONAL

No regional plans, policies, or programs apply.

LOCAL

Diamond Bar General Plan 2040

According to Government Code Section 65300, a general plan is a long-term comprehensive document adopted by a city or county for the physical development of any lands in its jurisdiction, and for any lands outside its boundaries which bears relation to its planning.[8] The Diamond Bar General Plan 2040 is a dynamic policy document intended to guide the long-term development of the City. The General Plan 2040 reflects the community's values and desires, as expressed in a broad vision for the future, and addresses important issues such as land use and urban design, economic development, circulation, resource conservation, public facilities and services, safety, public health, and sustainability.[9]

The Community Character and Placemaking Element, Chapter 3 of the General Plan 2040, provides the City's policy direction on the desired character and urban design framework for development focus areas with oriented towards pedestrians and a mix of complementary uses. The Town Center Mixed-Use focus area would establish a more traditional "downtown" consistent with the community's feedback buildings and streets designed to promote walkability, dining, and gathering spaces. In the other three focus areas ((Neighborhood Mixed Use, Transit-Oriented Mixed Use, and Community Core), the concentration on accommodating housing, retail, entertainment uses, and community gathering places are designed on a more community- or neighborhood-scaled design. In addition, the General Plan 2040 prioritizes citywide aesthetics elements for boulevards, hillside development, mini neighborhood parks, and shading:

> **Boulevards:** Boulevards are a type of arterial designed to connect major destinations within the City and are highly visible and aesthetically landscaped with shade trees and wide sidewalks. Boulevards provide consolidated access to adjacent commercial, [mixed use] and residential uses while balancing the needs of motorists, bicyclists, and pedestrians with sidewalks and protected bicycle facilities [where activity is anticipated to be the highest].
>
> **Hillside Developmen**t: Hillsides form a key part of Diamond Bar's identity, and the community has expressed a desire to preserve public vistas of hillside features. Preserving hillside views could occur through zoning and development controls that reduce the visual impact on hillsides by way of alternative lot layouts, and by taking advantage of existing site features for screening, where development is allowed.
>
> **Mini Neighborhood Parks**. Mini Neighborhood Parks are Neighborhood Parks that range from a quarter acre to five acres in size. Mini Neighborhood Parks may serve neighborhoods within the same range as Neighborhood Parks but are best used to meet limited or specialized recreation needs. Mini Neighborhood Parks can provide landscaped

[8] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[9] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

public use areas, scenic overlooks, trail linkages, and facilities to serve a concentrated or limited population group such as youth or seniors.

Shading. People are more inclined to walk in areas where there is shade present, particularly in Southern California with its relatively warm weather and limited rainfall as compared to other locations. Additionally, shade trees create an aesthetic value that is pleasing to the pedestrian.

Furthermore, the General Plan 2040 identified the following policy related to shadow:

CC-P-28. Ensure that new development does not cast significant shadows over existing development. Require detailed shadow studies as part of development review where appropriate.

Diamond Bar City Code

Aesthetics

Town Center Specific Plan Design Standards

The Town Center Specific Plan (Appendix F to the SIR) includes Chapter 6, *Objective Design Standards*, to support the development of a "sense of place" throughout the Planning Area by setting forth building types, massing, landscaping, grading, lighting, parking, pedestrian and bicycle access, utilities, signage, architectural standards, and so forth. The design components or characteristics of future development under the refined project would be required to comply with these development standards.

H. Outdoor Space

Each building type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants, or open to the general public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected building type. Regardless of location, the design of outdoor space shall maximize solar access. Setbacks less than 15 feet in depth shall not count towards fulfilling the required amount. Required outdoor space can be shared between adjacent building types, as long as the cumulative minimum requirements for each type are satisfied.

Development Review

Chapter 22.48

The purpose of this chapter is to establish the consistency of new development with the general plan through the promotion of high aesthetic and functional standards to complement and add to the economic, physical, and social character of the city. General plan objective 3.2 states, "Ensure that new development and intensification of existing development yields a pleasant living, working, or shopping environment and attracts the interest of residents, workers, shoppers, and visitors as the result of consistent exemplary design."

Lighting

Section 21.30.140 Street Lighting

A proposed subdivision shall incorporate street lighting facilities determined by the review authority to be consistent with the character of the area, and the needs of public safety, and designed and constructed to the standards established by the city engineer.
(Ord. No. 01(1999), Section B, 2-2-99)

Section 22.16.050 Exterior Lighting

(a) Exterior fixtures. Lighting fixtures shall be architecturally compatible with the character of the surrounding structure(s) and shall be energy efficient. Fixtures shall be appropriate in height, intensity, and scale to the use they are serving. Generally, pole-mounted fixtures shall be low in height (20 feet or less) and be equipped with light shields to reduce or eliminate light spillage beyond the project's boundaries.
(b) Intensity. Parking areas shall be provided with lighting capable of providing adequate illumination for nighttime security and safety. Lighting, as set forth in the lighting or electrical plan, shall provide a minimum of one footcandle of illumination at the ground throughout the parking area and all associated walkways, plazas and courts. Building-mounted decorative lights shall not exceed five footcandles measured five feet from the light source.
(c) Security lighting. Security lighting shall be provided in all nonresidential zoning districts at building entrances/exits. Security lighting shall provide a minimum of two footcandles and a maximum of three footcandles at the ground level of the entrance.
(d) Shielding. Where the light source is visible from outside the project boundary, shielding shall be required to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point five feet or more beyond the property line. This requirement shall not apply to single-family residential uses, traffic safety lighting, or public street lighting.
(e) Recreational court lighting. The following standards shall apply to the lighting of outdoor recreational courts:

    (1) Light fixtures shall not be located closer than ten feet to the nearest property line.
    (2) Fixtures shall be of a type that is rectangular on a horizontal plane. The outside of the fixture, arm, and supporting pole shall be coated with a dark, low reflectance material.
    (3) Light fixtures shall not be located more than 18 feet from the court surface.
    (4) Not more than one light fixture per 900 square feet of court surface is allowed, with a maximum of eight poles and fixtures per recreational court.
    (5) Light fixtures shall be supported by an arm extending at least four feet from a support pole.
    (6) Light fixtures shall be designed, constructed, mounted and maintained so that, with appropriate shielding, the light source is completely cut off when viewed from any point five feet or more beyond the property line. The incident light level at a property line shall not exceed one footcandle measured from grade to a height of 12 feet. The incident light level upon any habitable building on an adjacent property shall not exceed 0.05 footcandle.
    (7) Recreational court lighting shall not be operated between 10:00 p.m. and 7:00 a.m. on weekdays and between 11:00 p.m. and 7:00 a.m. on Saturdays and Sundays.

(8) In the event that an illuminated court surface is visible from another parcel, the court surface shall be treated with a low reflectance, dark-colored coating.
(9) Provisions of this subsection may be waived or modified through the approval of a minor conditional use permit in compliance with chapter 22.56.

(Ord. No. 02(1998), § 2, 11-3-98; Ord. No. 02(2001), § 19, 11-6-01)

Section 22.30.070 Development Standards for Off-Street Parking

Off-street parking areas shall be provided as follows:

(9) Lighting.

a. General requirements. Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting fixtures shall be energy-efficient. Lighting standards shall be in scale with the height and use of the on-site structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public rights-of-way in compliance with section 22.16.050 (Exterior lighting).
b. Lighting requirements for commercial projects. Parking areas within commercial projects shall be provided with exterior lighting as follows:
    1. A minimum of one footcandle of illumination shall be maintained at the parking surface throughout the parking area.
    2. Lighting shall be on a time-clock or photo-sensor system.
    3. All lighting shall be designed to confine direct rays to the property. No spillover beyond the property line shall be permitted.
    4. Lighting fixtures shall have 90-degree horizontal cut-off flat lenses.

(Ord. No. 02(1998), § 2, 11-3-98)

Section 22.30.100 Off-Street Loading Spaces Requirements

22.30.100(b)(2) Lighting. Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of adjacent structure(s) and be provided in compliance with section 22.16.050 (Exterior lighting).

(Ord. No. 02(1998), § 2, 11-3-98)

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to Aesthetics. For the purposes of this EIR, a significant adverse impact would occur if implementation of the refined project would:

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 a 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?

The Initial Study for this Draft SIR (Appendix B) determined that questions (a), (b), and (c) would not result in a significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address question (d). Therefore, question (d) is addressed herein.

METHODOLOGY AND ASSUMPTIONS

This analysis evaluates the refined project's potential impacts with respect to light and glare. The impact analysis assumes compliance with policies, guidelines, requirements, and implementation measures in the General Plan 2040 Housing Element, Land Use and Economic Development Element, Circulation Element, Resource Conservation Element, and Community Character & Placemaking Element, in addition to all other applicable state, regional, and local laws and regulations.

IMPACTS

Impact 3.1.1 Implementation of the refined project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. *(Less than Significant)*

The refined project would result in less than significant impacts to aesthetics in relation to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Construction

Construction would require the use of lighting for construction activities required during evening, indoor, or underground construction activities. Lighting use would occur over the course of 15 to 16 years of expected construction at varying intensity, location, and times, and would be unavoidable. However, the use of lighting would not be concurrent and would vary depending on the construction activity needed. All use of lighting during the duration of construction would be implemented in accordance with City's Development Code Chapter 22.48, Section 22.16.050, *Exterior Lighting (d) Shielding*, requiring shielding to reduce glare "so that neither the light source nor its image from a reflective surface shall be directly visible from any point five feet or more beyond the property line." In addition, construction activities would be implemented in accordance with Section 22.28.120(1)(a), which prohibits construction noise after 7 p.m. and on Sundays and holidays. With requirements implemented in accordance with the City's development code, construction impacts would be less than significant.

Operation

After construction is complete, lighting would be required for the operation of the refined project, and glare would be present from new buildings in the area. As mentioned above, light and glare

that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban setting similar to that of the Planning Area. The refined project involves the development of mixed land uses within a 45-acre Planning Area (see Chapter 2, *Project Description*). The refined project structures were analyzed using a conservative approach to the possible configuration as a result of the buildout of the refined project (see Figure 2.3-1, *Conceptual Layout of Buildout*), which would include development of buildings at maximum height approximately 45 to 75 feet high (three to six stories), depending on building type (see Table 2.3-2, *Maximum Building Heights by Building Type*). Additionally, as indicated in Section 6.5 of the Specific Plan, up to 30 percent of the building footprint area may be one story (10 feet) taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story (10 feet) shorter than the maximum allowed height. However, new development within the Planning Area would be required to conform to the Objective Design Standards and Guidelines of the Specific Plan, as well as Section 22.16.130, *View Protection*, which requires that all structures within the Planning Area with potential view blockage be reviewed by the City for conformance with view protection guidelines consistent with the Citywide Design Guidelines Manual. In addition, General Plan policy LU-P-8 ensures that new residential development within the Planning Area be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design, where the General Plan designates higher densities and provides adequate transitions to existing development. Any future development that would be implemented within the Planning Area also would be subject to the applicable provisions of CEQA, inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Conformance with provisions in the Diamond Bar City Code that limit light and glare for new non-residential and residential development (Section 22.16.050. – Exterior lighting; Section 21.30.140. – Street lighting; and Section 22.30.070. – Development standards for off-street parking) would be required.[10] Operation and maintenance of the refined project would be implemented in accordance with City's development code and in conformance with the development standards related to light shielding for new or modified lighting sources, street lighting installation, and off-street parking restrictions to reduce sources of light and glare to the extent feasible.

The refined project would introduce sources of light and glare based on building heights, specifically related to window and lighting applications, quantity, styles, and materials. Considering that the existing condition includes surface parking lots with considerable amounts of reflective asphalt surface, the refined project would reduce surface parking areas with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare from surface parking. However, the refined project would include the development of buildings with the maximum height between 45 to 75 feet, which would increase the potential sources of light and glare within the Planning Area. Additionally, as indicated in Section 6.5 of the Specific Plan, up to 30 percent of the building footprint area may be one story (10 feet) taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story (10 feet) shorter than the maximum allowed height.

New buildings constructed with the refined project would have windows, which would potentially increase glare as well as new sources of shadows. Per General Plan policy CC-P-28, a detailed shadow study may be required as part of the City's review of new development in the Planning Area, as applicable, where new building height creates a potential for substantial shadows. Furthermore, the General Plan requires that efficient materials and lighting to be considered

[10] Diamond Bar, California. April 21, 2023, version. Title 22 – Development Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.16GEPRDEUSST_S22.16.050EXLI (accessed May 31, 2023).

based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center.[11] In addition, the development under the refined project would be subject to conceptual design and plan check reviews in relation to light and glare, as well as all design components would be required to comply with the Specific Plan's *Objective Design Standards*, required for building types, massing, lighting, signage, and architectural standards and would be developed in conformance with City's Code 22.16.050, Exterior Lighting. Therefore, the refined project would result in less than significant impacts related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Relevant General Plan Policies

CC-P-17 Encourage the aggregation of individual small lots into larger development parcels within mixed-use areas that will support an appropriately-scaled, cohesive and economically viable development.

CC-P-22 Orient buildings adjacent to public spaces such that entries, windows, and seating areas face the public space.

CC-P-23 Where appropriate and feasible, locate and orient active uses (such as commercial uses and parks) along the street edges of new mixed-use development, at street corners, or along main roadways internal to larger developments.

CC-P-28 Ensure that new development does not cast significant shadows over existing development. Require detailed shadow studies as part of development review where appropriate.

CC-P-30 Ensure that infill residential development is designed to be sensitive to the scale, character, and identity of adjacent existing development.

CC-P-35 Ensure the protection of views of hillsides and ridges from public streets, parks, trails, and community facilities by requiring a visual impact analysis for new development that identifies potential impacts to visual resources as well as feasible measures to mitigate any potential impacts.

As a result of supplemental analysis of light and glare undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

[11] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

3.2 Air Quality

This section assesses whether the refined project may result in a new impact to air quality or a substantial increase in the severity of previously identified significant effects compared to those identified and analyzed in the Air Quality section of the Certified General Plan EIR for the Diamond Bar General Plan 2040, as amended. The Certified General Plan EIR, as amended, found that the 2022 Housing and Land Use Updates would result in significant and unavoidable air quality impacts. The 2022 Housing and Land Use Updates found that mitigation measures for construction and future development were required, in conjunction with project approval, to reduce cumulative impacts of a considerable net increase of criteria pollutants (for which the project region is in non-attainment under an applicable federal or state ambient air quality standard), and exposure of sensitive receptors to substantial pollutant concentrations.

This analysis of air quality emissions provides a description of the existing environmental setting of the Planning Area; the applicable regulatory framework; modeled emission estimates from construction and operation of the refined project; anticipated direct and indirect impacts; and mitigation measures, as applicable.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the refined project to result in new or substantially more adverse impacts on air quality than those evaluated for the Certified General Plan EIR for the Planning Area. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in less than significant impact on air quality in relation to conflicting with or obstruct implementation of the applicable air quality plan. It further found that there would be significant and unavoidable impacts in air quality in relation to cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment under the National Ambient Air Quality Standards or the California Ambient Air Quality Standards, the exposure of sensitive receptors to substantial pollutant concentrations, and for resulting in other emissions (such as odors adversely affecting a substantial number of people. As a result of the initial study assessment, it was determined that supplemental analysis of air quality would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on air quality than those evaluated for the Certified General Plan EIR, requiring the consideration of revised findings of significance or the consideration of new mitigation measures.

South Coast Air Basin

The Planning Area is located in the South Coast Air Basin (SCAB) and subject to the regulatory jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB includes approximately 12,000 square miles, consisting of Orange County and the urbanized areas of San Bernardino County, Riverside County, and Los Angeles County. The SCAB is a coastal plain, connecting broad valleys and low hills, and is bounded by the Pacific Ocean to the southwest and high mountains around the perimeter. The distinctive climate of the SCAB is determined by its terrain and geographic location. The general region lies in the semipermanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB is classified as a dry-hot desert climate; the usually mild climatological pattern has occasionally been interrupted by periods of extremely hot weather, winter storms, or

Santa Ana winds.[1] The vertical dispersion of air pollutants is frequently caught within the region by the presence of persistent temperature inversions.

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. High-pressure systems, such as the semipermanent high-pressure zone in which the SCAB is located, are characterized by an upper layer of dry air. The air warms as it descends, restricting the mobility of cooler marine-influenced air near the ground surface, and resulting in the formation of temperature inversions. These inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The basin-wide occurrence of inversions at 3,500 feet above sea level or less averages 191 days per year.[2] On days without inversions, or on days of winds averaging over 15 miles per hour, smog potential is greatly reduced.[3]

Local Air Quality

SCAB air pollutant levels are measured by the California Air Resources Board (CARB)–maintained air monitoring stations. The nearest monitoring station to the project site is the Pomona Monitoring Station, located at 924 N. Garvey Avenue, Pomona, California 91767, approximately 4.7 miles northeast of the refined project area; and the Glendora-Laurel Monitoring Station, located approximately 9 miles northwest of the project area at 840 Laurel Avenue, Glendale, California 91714. Designations for attainment are determined from the ambient air quality. Table 3.2-1, *Summary of Ambient Air Quality at the Pomona and Glendora-Laurel Monitoring Stations*, shows pollutant levels, state and federal standards, and the number of record exceedances at the Pomona and Glendora-Laurel Monitoring Stations between 2020 and 2022. The ambient air quality measurements for 8-hour ozone (O_3) exceeded the state standard 180 times, and the federal standard 171 times, within this time frame.

[1] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. P. A8-1.

[2] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. P. A8-2.

[3] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook.

TABLE 3.2-1
SUMMARY OF AMBIENT AIR QUALITY AT POMONA AND GLENDORA-LAUREL MONITORING STATIONS

Pollutant	Year		
	2020	2021	2022
Ozone – Pomona Monitoring Station			
Maximum 1-hr concentration (ppm)	0.180	0.120	0.131
Days exceeding CAAQS (0.09 ppm)	51	27	28
Days exceeding NAAQS (ppm)	10	0	1
State maximum 8-hour concentration (ppm)	0.124	0.092	0.096
National maximum 8-hour concentration (ppm)	0.124	0.092	0.096
Days exceeding CAAQS (0.070 ppm)	88	43	49
Days exceeding NAAQS (0.070 ppm)	84	41	46
$PM_{2.5}$ – Glendora-Laurel Monitoring Station			
National maximum 24-hour concentration (µg/m^3)	*	*	*
State maximum 24-hour concentration (µg/m^3)	148.1	97.0	56.0
Measured days exceeding NAAQS (35 µg/m^3)	*	*	*
AAM (µg/m^3)	14.9	*	8.5
Does measured AAM exceed NAAQS (15 µg/m^3)?	*	*	*
Does measured AAM exceed CAAQS (12 µg/m^3)?	**Yes**	*	**No**
PM_{10} – Glendora-Laurel Monitoring Station			
National maximum 24-hour concentration (µg/m^3)	227.2	121.5	83.6
State maximum 24-hour concentration (µg/m^3)	*	*	*
Measured days exceeding NAAQS (150 µg/m^3)	2	0	0
Measured days exceeding CAAQS (50 µg/m^3)	*	*	*
AAM (µg/m^3)	28.0	27.7	25.7
Does measured AAM exceed NAAQS (no standard)?	**No**	**No**	**No**
Does measured AAM exceed CAAQS (20 µg/m^3)?	*	*	*
NO_2 – Pomona Monitoring Station			
National maximum 1-hour concentration (ppb)	67.9	71.4	58.4
State maximum 1-hour concentration (ppb)	67	71	58
Days exceeding NAAQS (0.100 ppm)	0	0	0
Days exceeding CAAQS (0.18 ppm)	0	0	0
State AAM (ppb)	18	18	17
Does measured AAM exceed NAAQS (0.053 ppm)?	**No**	**No**	**No**
Does measured AAM exceed CAAQS (0.03 ppm)?	**No**	**No**	**No**
CO (not measured at Pomona Monitoring Station)			
SO_2 (not measured at Pomona Monitoring Station)			
HS (not measured at Pomona Monitoring Station)			

Note: $PM_{2.5}$ = fine particulate matter, defined as particles that are 2.5 microns (µm) or less in diameter; PM_{10} = particulate matter 10 micrometers (µ) or less in diameter; ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter; AAM = annual average; CO = carbon monoxide; SO_2 = sulfur dioxide; HS = hydrogen sulfide; CAAQS = California Ambient Air Quality Standards; NAAQS = the National Ambient Air Quality Standards; ppb = parts per billion by volume; * Denotes insufficient data.
Source: California Air Resources Board. N.d. Top 4 Summary: Select Pollutant, Years, & Area. http://www.arb.ca.gov/adam/topfour/topfour1.php (accessed August 16, 2023).

Regulatory Setting

FEDERAL REGULATIONS

Federal Clean Air Act of 1963

Signed into law in 1963, the federal Clean Air Act (CAA) was the first legislation regarding air pollution control and has been amended on numerous occasions over subsequent years, the most recent of which occurred in 1990. The U.S. Environmental Protection Agency (EPA) is responsible for implementing the CAA, including the adoption of the National Ambient Air Quality Standards (NAAQS). The NAAQS are the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health. These pollutants include particulate matter, ozone, nitrogen oxides, sulfur oxides, carbon monoxide (CO) and lead. (Table 3.2-2, *National Ambient Air Quality Standards*).

Federal law requires that all states attain the NAAQS. Nonattainment areas must develop plans to attain the NAAQS and attainment areas must develop plans to maintain attainment. These plans are called State Implementation Plans (SIPs). Failure of a state to reach attainment of the NAAQS by the target date can trigger penalties, including withholding of federal highway funds.

TABLE 3.2-2
NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon monoxide (CO)		Primary	8 hours	9 ppm
			1 hour	35 ppm
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3
Nitrogen dioxide (NO_2)		Primary	1 hour	100 ppb
		Primary and secondary	Annual	53 ppb
Ozone (O_3)		Primary and secondary	8 hours	0.070 ppm
Particulate matter	$PM_{2.5}$	Primary	Annual	12 µg/m^3
		Secondary	Annual	15 µg/m^3
		Primary and secondary	24 hours	35 µg/m^3
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm

Note: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter; ppb = parts per billion by volume.
Source: California Air Resources Board. May 4, 2016. Ambient Air Quality Standards. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

STATE REGULATIONS

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, was established to protect the health of the most sensitive groups and apply to the same criteria air pollutants as the federal CAA and also include State-identified criteria air pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.[4] The California Ambient Air Quality Standards (CAAQS) require all areas of the State to achieve and maintain compliance with the CAAQS by the earliest practical date. The CAAQS are stricter than federal standards provided in the NAAQS, and the state established additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles, for which there are no national standards (Table 3.2-3, *California Ambient Air Quality Standards*). CARB has authority to set ambient air quality standards in the state with respect to CAAQS. CARB also has primary responsibility for the development of California's SIP, for which it works closely with the federal government and the local air districts.

TABLE 3.2-3
CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant		Averaging Time	Level
Carbon monoxide (CO)		8 hours	9 ppm
		1 hour	20 ppm
Lead (Pb)		30-day average	1.5 µg/m^3
Nitrogen dioxide (NO_2)		1 hour	0.18 ppm
		Annual	0.03 ppm
Ozone (O_3)		8 hours	0.07 ppm
		1 hour	0.09 ppm
Particulate matter	$PM_{2.5}$	Annual	12 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates (SO_x)		24 hours	25 µg/m^3
Hydrogen sulfide (H_2S)		1 hour	0.03 ppm
Vinyl chloride (C_2H_3Cl)		24 hours	0.01 ppm
Visibility reducing particles		Extinction coefficient of 0.23 per kilometer – visibility of 10 miles or more due to particle when relative humidity is less than 70 percent[5]	

Note: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter; ppb = parts per billion by volume.
Source: California Air Resources Board. May 4, 2016. Ambient Air Quality Standards. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

[4] California Air Resources Board. N.d. Ambient Air Quality Standards. https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf#:~:text=not%20present%20%20%20Pollutant%20%20%20,%28137%20%CE%BCg%2Fm3%29%20%20%209%20more%20rows%20

[5] South Coast Air Quality Management District. February 2013. Final 2012 AQMP. http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan

State Implementation Plan

SIPs are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The SIP verifies that the state has a proper air quality management program that adheres to or strives to reach the most up to date emissions requirements. The 1990 amendments to the federal CAA set deadlines for attainment based on the severity of an area's air pollution problem. Per CAA Section 172, states must adopt additional regulatory programs for nonattainment areas.[6]

California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended, or repealed by state agencies pursuant to the Administrative Procedure Act. The refined project would be subject to Title 13, Section 2485, requiring idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction to be limited to five minutes at any location.

California Air Resources Board Mobile Source Regulations

Mobile sources include vehicular traffic and other on-road heavy-duty vehicles. CARB estimates that mobile sources in the air basin account for 75 percent of ozone-forming air pollution.[7] CARB's regulations and programs for mobile sources include:

- **Mobile Sources Program** – exhaust emission standards for automobiles to reduce emissions from on-road heavy-duty vehicles.[8] By January 1, 2023, nearly all vehicles must have engines certified to 2010 model year engines or equivalent.
- **On-Road Heavy-Duty Diesel Vehicle Regulation** – requires diesel trucks and buses that operate in the State to be upgraded to reduce emissions. By January 1, 2023, nearly all vehicles must have engines certified to 2010 model year engines or equivalent. The Rule for On-Road Heavy-Duty Diesel-Fueled Public and Utility Fleets requires fleets to install emission control devices on vehicles or purchase vehicles that run on alternative fuels or use advanced technologies to achieve emissions requirements by specified implementation dates. CARB also established an In-Use Off-Road Diesel-Fueled Fleets Regulation to impose limits on idling and require fleets to retrofit or replace older engines.
- **Innovative Clean Transit Program (ICT)** – sets emissions reduction standards for new public transit vehicles and requires major transit agencies to only purchase zero emission buses after 2029.[9]
- **Solid Waste Collection Vehicle Regulation** – requires solid waste collection vehicles and heavy diesel-fueled on-road single engine cranes to be upgraded.[10]

[6] 42 U.S.C. §§ 7502 et seq. 172.

[7] South Coast Air Quality Management District. 2023. About South Coast AQMD. https://www.aqmd.gov/aq-spec/aboutscaqmd

[8] California Air Resources Board. 2020. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy

[9] California Air Resources Board. 2023. Innovative Clean Transit – About. https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/about

[10] California Air Resources Board. December 2019. SWCV – Heavy Crane Requirements. https://ww2.arb.ca.gov/resources/fact-sheets/swcv-heavy-crane-requirements

REGIONAL REGULATIONS

South Coast Air Quality Management District

The 2022 SCAQMD Air Quality Management Plan (AQMP) provides the applicable rules and regulations to ensure compliance with all federal and state ambient air quality standards for the areas subject to the SCAQMD's jurisdiction. Applicable SCAQMD significance thresholds are provided in Table 3.2-4, *SCAQMD Air Quality Significance Thresholds*.[11]

SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the CAAQS and NAAQS. The SCAQMD AQMP is a regional blueprint to develop and implement an emissions reduction strategy whose purpose is to bring an area into timely attainment with the air quality standards. The most significant air quality challenge in the Air Basin is to reduce nitrous oxide (NO_X) emissions sufficiently to meet the upcoming O_3 standard deadlines in 2038, as NO_X plays a critical role in the creation of O_3. NO_X emissions also lead to the formation of $PM_{2.5}$, which requires NO_X reductions to meet the O_3 standards, resulting in an improvement of $PM_{2.5}$ levels and attainment of standards.

The main source of NO_X emissions within SCAQMD is from heavy-duty trucks, ships and other State and federally regulated mobile sources. The 2022 AQMP is the applicable SCAQMD air quality plan for the refined project and includes strategies to achieve the required NOx reductions through the extensive use of zero emission technologies across all stationary sources. The 2022 AQMP's goal is to transition to zero and low emission technologies in an equitable and affordable way and incorporate transportation strategies and control measures provided in the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to as Connect SoCal.

[11] South Coast Air Quality Management District. December 2022. 2022 Air Quality Management Plan. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

TABLE 3.2-4
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants[a]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	 10.4 µg/m³ (construction)[b] & 2.5 µg/m³ (operation) 1.0 µg/m³	
$PM_{2.5}$ 24-hour average	 10.4 µg/m³ (construction)[b] & 2.5 µg/m³ (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m³ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	 1.5 µg/m³ (state) 0.15 µg/m³ (federal)	

Note: lbs/day = pounds per day; ppm = parts per million; µg/m³ = micrograms per cubic meter; MT/year CO_2eq = metric tons per year of CO_2 equivalents; NO_x = nitrogen oxide; VOC = volatile organic compounds; PM_{10} = particulate matter 10 microns or less in diameter (coarse PM); $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter (fine PM); SO_X = sulfates; CO = carbon monoxide; TACs = toxic air contaminants; GHG = greenhouse gases; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide.
[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[b] Ambient air quality threshold based on SCAQMD Rule 403.
Source: South Coast Air Quality Management District. 2022. Air Quality Management Plan.

South Coast Air Quality Management District CEQA Guidelines and Rules and Regulations

Local governments are provided guidance for analyzing and mitigating project-specific air quality impacts through the *CEQA Air Quality Handbook* (Handbook) approved by the AQMD Governing Board in 1993. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" (Handbook) to replace existing analysis guidance documentation. In the meantime, the SCAQMD recommendations to calculate emissions from land use projects include the use of tools such as CalEEMod.[12]

The SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* considers impacts on air quality sensitive receptors from TAC-emitting facilities.[13] The SCAQMD's siting distance recommendations are identical to those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry-cleaning facilities).

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin, which include, but are not limited to the following:[14]

- **Rule 401 – Visible Emissions:** states that a person shall not discharge into the atmosphere from any single source of emission any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade, designated No. 1 on the Ringelmann Chart or of such opacity.

- **Rule 402 – Nuisance:** a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 – Fugitive Dust:** requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Projects shall utilize one or more of the best available control measures provided. Mitigation measures may include adding freeboard to haul vehicles; fugitive dust management using chemical stabilizers or frequent watering to unpaved areas; covering loose material on haul vehicles; and/or ceasing all activities.

- **Rule 1401 – New Source Review of Toxic Air Contaminants:** specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants.

[12] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)

[13] South Coast Air Quality Management District. May 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf

[14] South Coast Air Quality Management District. N.d. South Coast AQMD Rule Book, http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation (accessed August 2023).

SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

SCAG is a designated Metropolitan Planning Organization under federal law and a Regional Transportation Planning Agency and Council of Governments under state law. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. SCAG adopts a regional transportation plan, called Connect SoCal, which demonstrates how the region can achieve the state's CAA air quality requirements and goals and federal CAA requirements.[15] Specifically, the Connect SoCal provides transportation strategies to improve the regional transportation network and, prioritizes the use of streets and curb space for pedestrian access and alternative transportation modes rather than vehicles. When implementing transportation projects, the plan encourages coordination with land use planning to develop housing and employment opportunities closer to each other and to public transit. The plan also includes a financial analysis considering costs for operations and maintenance (O&M) of the existing transportation system's reliability, longevity, resilience, and cost effectiveness.

California Green Building Standards

The California Green Building Standards (CALGreen), applicable statewide, was adopted by the County under Title 31 of the Los Angeles Code.[16] As applied to the County Code, CALGreen summarizes building standards for residential and non-residential mandatory and non-mandatory measures that facilitate emissions reductions in support of the statewide effort to reduce emissions. CALGreen provisions specifically "apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure."[17]

LOCAL REGULATIONS

Diamond Bar General Plan 2040

The Diamond Bar General Plan 2040, Chapters 5 and 8, describes air quality goals and policies. Chapter 5, *Resource Conservation*, describes public health issues and policies related to air quality in the City.[18] Relevant policies applicable to the refined project include those pertaining to the incorporation of open space into the design of new development projects (Policy RC-P-1); and air quality policies, including (but not limited to):

- RC-P-24 – minimize impacts to air quality through measures such as the use of clean air technology beyond SCAQMD requirements.

[15] Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

[16] County of Los Angeles, Code of Ordinances. August 2023. Title 31 – Green Building Standards Code. https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT31GRBUSTCO

[17] County of Los Angeles, Code of Ordinances. August 2023. Title 31 – Green Building Standards Code. https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT31GRBUSTCO

[18] City of Diamond Bar. N.d. Resource Conservation. https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservationr?bidId=.

- RC-P-25 – recognizing the role of open spaces to promote CO_2 sequestration and reduction of air quality impacts.

- RC-P-26 – ensuring new development projects are designed and implemented to be consistent with the AQMP.

- RC-P-28 – cooperation with EPA, SCAQMD, SCAG, and the CARB to improve air quality in the regional air basin.

- RC-P-31 - Require new residential developments and other sensitive uses (e.g. schools, daycare centers, playgrounds, and medical facilities) within 500 feet of a freeway to prepare an air quality study of the site that evaluates potential impacts of air pollution on sensitive receptors and associated health risks and identifies measures to feasibly mitigate any impacts to protect the health of residents.

- RC-P-32 – promote and support available SCAQMD incentives and funding mechanisms that encourage retrofits to reduce air quality impacts for existing sensitive uses within 500 feet of a freeway.

- RC-P-33 – requiring construction and grading plans to include state and AQMD-mandated measures to the maximum extent possible fugitive dust and pollutants generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance and well as NO_x emissions from vehicle and equipment operations.

- RC-P-35: promoting transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.

Chapter 8, *Community Health and Sustainability*, addresses the ways in which the physical environment can influence the long-term health and sustainability of the community; including topics of environmental justice, active lifestyles, social connection, public health, and human services, and climate change to strengthen long-term resilience.[19] Relevant policies applicable to the refined project include (but are not limited to):

- CHS-P-27 - Recognizing the adverse health impacts associated with compromised air quality, ensure the protection of sensitive receptors from exposure to hazardous concentrations of air pollutants when reviewing development proposals.

- CHS-P-28 – To the extent feasible, manage, enhance, and improve the City's tree canopy as a valuable ecological and public health resource, particularly adjacent to and within sensitive use areas located in the Air Quality Management District (AQMD) 500-foot air quality buffer.

[19] City of Diamond Bar. N.d. Community Health and Sustainability. https://www.diamondbarca.gov/DocumentCenter/View/7092/8-Community-Health-and-Sustainability?bidId=.

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of four questions when addressing the potential Air Quality impacts. For the purpose of this SIR, a significant adverse impact would occur if implementation of the refined project would:

a) Conflict with or obstruct implementation of an 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?

METHODOLOGY AND ASSUMPTIONS

Air quality emissions impacts in the Certified General Plan EIR were addressed prior to the inclusion of the refined project. Thus, the analysis is undertaken to determine whether significant impacts to air quality would occur as a result of the refined project, requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State CEQA Guidelines.

The refined project is subject to the regulations and policies provided in the General Plan Resource Conservation Element[20] and Community Health and Sustainability Element;[21] the 2022 SCAQMD Air Quality Management Plan (AQMP),[22] and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal).[23]

The refined project would result in potentially significant impacts if criteria pollutants emitted during construction and operation—including reactive organic gases (ROGs), NO_x, CO, sulfates (SO_x), fine particulate matter ($PM_{2.5}$; particles 2.5 microns or less in diameter) and respirable particulate matter (PM_{10}; particles 10 microns or less in diameter)—exceed air quality significance thresholds set forth by the SCAQMD. Compared to the plan-based approach taken in the Certified General Plan EIR, this analysis assesses a construction scenario from the refined project. In addition, the total criteria pollutant emissions from the refined project are added to the total criteria pollutant emissions calculated in the Certified General Plan EIR to determine whether SCAQMD significance thresholds are exceeded. To determine whether the refined project would result in a cumulatively considerable net increase for these criteria pollutants, criteria air pollutant emissions associated with construction and operation were quantified using CalEEMod Version 2022.1.1.28

[20] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Chapter 5 – Resource Conservation. https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservationr?bidId=

[21] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Chapter 8 – Community Health and Sustainability. https://www.diamondbarca.gov/DocumentCenter/View/7095/8-Community-Health-and-Sustainabilityr?bidId=

[22] South Coast Air Quality Management District. December 2022. Air Quality Management Plan. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16

[23] Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

(Appendix E, *CalEEMod Analysis*). Operational emissions were calculated using the same method as construction. Default construction and operation values provided by the program were used when applicable and include:

- Construction phasing
- Construction trips and vehicle miles traveled (VMT)
- Construction grading
- Emissions emanating from operations, including mobile, energy, and area

A detailed description of the assumed refined project construction scenario is included in Chapter 2, *Project Description*. The following assumptions were applied to the program:

- The net construction footprint was captured to estimate emissions as a result of the refined project.

- Land use inputs include "Residential" and "Recreational" to capture the refine project's net positive construction footprint associated with the inclusion of Open Space, housing, and hotel rooms. Dwelling unit acreage per housing unit was estimated at 960 sf,[24] and 325 sf per room[25] for the 107 hotel rooms that would be constructed on the Planning Area. The refined project would not include additional commercial space compared to the Certified General Plan EIR.

- The construction schedule would occur from the summer of 2025 to 2041 for a duration of approximately 16 years (4,176 days), consistent with the planning horizon and assumptions of the Diamond Bar General Plan 2040.

- Construction of the hotel rooms would use similar equipment to the equipment used to construct the residential dwelling units.

- The refined project would not result in demolition activity.

- There would be no paving area nor architectural coatings applied within the Planning Area.

IMPACTS

Impact 3.2.1 Implementation of the refined project would not conflict with or obstruct implementation of the applicable air quality plan. *(Less than Significant)*

As with the Certified General Plan EIR, the refined project would result in less than significant impacts in relation to conflict with or obstruction of the applicable air quality plan.

[24] U.S. Census Bureau. N.d. Highlights of 2022 Characteristics of New Housing. https://www.census.gov/construction/chars/highlights.html#:~:text=The%20median%20size%20of%20multifamily,sale%20was%201%2C311%20square%20feet.

[25] Viqual. March 2023. Does Hotel Room Size Matter? https://www.viqal.com/blog/does-hotel-room-size-matter#:~:text=North%20America%3A%20In%20the%20United,56%20square%20meters)%20or%20more.

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The emissions of the refined project, as combined with those calculated in the Certified General Plan EIR, would not exceed regulatory thresholds for ROGs, NO_x, CO, SO_2, $PM_{2.5}$, and PM_{10} during construction with mitigation applied. However, emissions of the refined project, as combined with those calculated in the Certified General Plan EIR, would exceed regulatory thresholds for $PM_{2.5}$ and PM_{10} during operations with mitigation applied, which would impede the ability of the basin to achieve attainment for criteria pollutants that are in non-attainment.

Compared to the NAAQS, the Los Angeles County portion of the SCAB is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and lead for near-source monitors.[26] Designations for attainment are determined from the ambient air quality. Compared to the CAAQS, the Los Angeles County portion of the SCAB is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and PM_{10} (see Table 3.2.4).[27]

Construction

Construction activities for the refined project would temporarily emit criteria air pollutants due to the use of heavy-duty construction equipment; vehicle trips generated by workers and haul trucks; and demolition and grading activities. While diesel particulate matter is expected to be generated by the refined project's construction equipment, construction activities would be mandated to comply with CARB requirements to reduce short-term emissions from on-road and off-road diesel equipment, including minimizing vehicle idling time to 5 minutes; and SCAQMD regulations such as Rule 403 for fugitive dust control and Rule 1113 for VOC emissions control from the application of architectural coatings. Although construction impacts would be regional and short-term, construction activities may result in significant impacts since construction activities would vary substantially from day-to-day, and impacts would depend on the level of activity and duration. Construction activities would result in increased vehicle trips when compared to the existing level of vehicle trips, causing an increase of ozone and particulate matter emissions. Implementation of SCAQMD regulations and CARB requirements would reduce construction emissions. The refined project would not conflict with the 2022 AQMP since the plan includes proposed control measures to be implemented during construction of the refined project to reduce construction emissions.[28]

Similar to the Certified General Plan EIR, the refined project would result in short-term employment of construction workers that are likely to be filled by employees within the local construction industry in the Los Angeles County region. The influx of these temporary construction jobs would therefore not conflict with the long-term employment or population projections upon which the 2022 AQMP is based.

[26] U.S. Environmental Protection Agency. 2023. Nonattainment Areas for Criteria Pollutants. https://www.epa.gov/green-book

[27] California Air Resources Board. 2022. Area Designations Maps / State Ambient Air Quality Standards. http://www.arb.ca.gov/desig/adm/adm.htm

[28] South Coast Air Quality Management District. Adopted December 2nd, 2022. 2022 Air Quality Management Plan. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=edcebd61_16

Operations

Implementation of the refined project would introduce stationary sources emanating from mobile source air emissions from vehicle trips generated from new residents and hotel guests, energy sources such as natural gas combustion, and area sources including landscaping equipment used for maintenance activities. Although the refined project would result in substantial change and intensification through the introduction of new land uses and associated vehicular trips, the refined project would reduce anticipated emissions by establishing a pedestrian network, utilizing existing parking lots, and provision of access to public transportation to facilitate the anticipated increase in transit needs. The refined project would result in increased residential density, increased open space, decreased commercial area, and decreased VMT consistent with proposed control measures in the 2022 AQMP that would be implemented to reduce mobile emissions during operations.[29]

The population growth anticipated by the refined project during operations would not introduce new impacts other than those stated in the Certified General Plan EIR. The City continues to coordinate with SCAQMD and SCAG to ensure City-wide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes.

Diamond Bar General Plan 2040 and SCAG Connect SoCal

The following General Plan 2040 air quality policies would apply to the refined project during construction:

- RC-P-33: Require construction and grading plans to include State and AQMD-mandated measures to the maximum extent possible fugitive dust and pollutants generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance as well as mono-nitrogen oxides (NO_x) emissions from vehicle and equipment operations.

- RC-P-34: Facilitate communication among residents, businesses and SCAQMD to quickly resolve air pollution nuisance complaints.

- RC-P-38: Design traffic plans, including suggested truck routes, to minimize diesel truck idling and the exposure of residential neighborhoods and sensitive receptors to diesel traffic.

The following General Plan 2040 air quality policies would also be applicable during operations:[30]

- RC-P-24: Encourage new development to minimize impacts on air quality through the following measures:
    - Use of building materials and methods that minimize air pollution.

[29] South Coast Air Quality Management District. Adopted December 2, 2022. 2022 Air Quality Management Plan. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=edcebd61_16

[30] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Chapter 5 – Resource Conservation. https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservationr?bidId=

    - Use of fuel-efficient heating equipment, and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings.
    - Use of clean air technology beyond what is required by the South Coast Air Quality Management District (SCAQMD), leveraging State and local funding sources.

- RC-P-25: Conserve natural open spaces, biological resources, and vegetation, recognizing the role of these resources in the reduction and mitigation of air pollution impacts, and the promotion of CO_2 sequestration.

- RC-P-26: Ensure that new development projects are designed and implemented to be consistent with the South Coast Air Quality Management Plan.

- RC-P-32: Promote and support available SCAQMD incentives and funding mechanisms that encourage retrofits to reduce air quality impacts for existing sensitive uses within 500 feet of a freeway.

- RC-P-34: Facilitate communication among residents, businesses and SCAQMD to quickly resolve air pollution nuisance complaints.

- RC-P-35: Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.

- RC-P-38: Design traffic plans, including suggested truck routes, to minimize diesel truck idling and the exposure of residential neighborhoods and sensitive receptors to diesel traffic.

- RC-P-39: Reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.

In addition to these policies, the refined project aligns with the General Plan, which aims for a diverse and efficiently-operated local and regional ground transportation system that reduces per capita VMT and generates the minimum amount of pollutants feasible;[31] and with SCAG's Connect SoCal strategies that focus on balancing the conservation of open space with new development, improving mobility options, and creating new economic growth in the region.[32] The proposed mixed-use development would serve as a center of activity for residents, provide housing, retail opportunities, and spaces for community gatherings with pedestrian connectivity; and endeavors to influence long-term health by promoting compact development patterns and transportation demand management measures to reduce VMT. By maximizing multi-modal accessibility in transit-oriented mixed used areas, the refined project would result in reduced VMT and long-term public health benefits. The refined project would result in no conflict with the General Plan and Connect SoCal.

[31] City of Diamond Bar. 2019. Diamond Bar General Plan 2040.Chapter 5 – Resource Conservation. https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservationr?bidId=

[32] Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

The refined project would not conflict with the 2022 AQMP, SCAG's forecasts and the General Plan. The refined project would result in less than significant impacts in relation to conflict with, or obstruction of, implementation of an applicable air quality plan.

As a result of supplemental analysis of air quality undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts on air quality in relation to the potential to conflict with an adopted air quality management plan than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project requires future development comply with the AQMP, SIP, CARB and SCAQMD regulations, Title 24 energy efficiency standards, and proposed General Plan updates and policies. As with the Certified General Plan EIR, the refined project would not require the implementation of mitigation measures to reduce air quality impacts.

Impact 3.2.2 Implementation of the refined project would 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. *(Significant and Unavoidable)*

The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would exceed SCAQMD significance thresholds for VOCs and NO_x and that construction and operational impacts would be significant and unavoidable.

As with the Certified General Plan EIR, the refined project would result in significant and unavoidable impacts to air quality, because it has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project is in nonattainment under National Ambient Air Quality Standards and the California Ambient Air Quality Standards.

Construction

Construction activities from the refined project would result in emissions from construction equipment and vehicle exhaust to transform the refined project site into a mixed-use development Town Center with the provision of 2,055 housing units, 200 hotel rooms, 446,000 sf of retail and commercial space, and approximately one acre of open space.

The construction equipment mix would include (not be limited to) heavy-duty equipment, vendor supply trucks, and concrete trucks for the construction of the buildings and foundations. The use of heavy-duty construction equipment, vehicle trips generated from workers and haul trucks, and demolition and grading activities would result in criteria pollutant emissions (see Table 3.2-5, *Overall Estimated Maximum Daily Construction Emissions by Year [Unmitigated]*, and Table 3.2-6, *Overall Estimated Maximum Daily Construction Emissions by Year [Mitigated]*).

TABLE 3.2-5
OVERALL ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS BY YEAR (UNMITIGATED)

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
Overall maximum daily emissions (2025)	3.41	31.7	45.3	0.06	11.4	21.3
Overall maximum daily emissions (2026)	3.07	15.0	48.0	0.04	2.16	7.93
Overall maximum daily emissions (2027)	2.96	14.4	45.5	0.04	2.12	7.87
Overall maximum daily emissions (2028)	2.83	13.6	43.6	0.04	2.08	7.83
Overall maximum daily emissions (2029)	2.73	12.9	41.6	0.04	2.06	7.80
Overall maximum daily emissions (2030)	2.64	12.4	39.8	0.04	2.05	7.79
Overall maximum daily emissions (2031)	2.32	12.0	38.1	0.04	2.03	7.77
Overall maximum daily emissions (2032)	2.24	11.4	36.6	0.04	2.01	7.75
Overall maximum daily emissions (2033)	2.18	10.9	35.3	0.04	1.99	7.73
Overall maximum daily emissions (2034)	2.11	10.7	34.1	0.04	1.98	7.72
Overall maximum daily emissions (2035)	2.06	10.4	33.0	0.04	1.97	7.71
Overall maximum daily emissions (2036)	2.02	9.92	31.9	0.04	1.96	7.70
Overall maximum daily emissions (2037)	1.97	9.73	31.1	0.04	1.95	7.69
Overall maximum daily emissions (2038)	1.92	9.57	30.5	0.04	1.95	7.68
Overall maximum daily emissions (2039)	1.89	9.41	29.9	0.04	1.94	7.67
Overall maximum daily emissions (2040)	0.51	5.30	10.2	0.01	0.32	1.37
Overall maximum daily emissions (2041)	0.24	0.87	3.76	< 0.005	0.32	1.37
Maximum daily emissions	3.41	31.7	48.0	0.06	11.4	21.3
Certified General Plan EIR maximum daily emissions	N/A	215	194	< 1	21	33
Combined Certified General Plan EIR + refined project maximum daily emissions	3.41*	246.7	242	1.06	32.4	54.3
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
*ROGs calculated in the refined study are not added to maximum daily emissions in the Certified General Plan EIR because ROGs were not analyzed in the Certified General Plan EIR.
Source: Appendix E, *CalEEMod Analysis*.
South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)

TABLE 3.2-6
OVERALL ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS BY YEAR (MITIGATED)

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
Overall maximum daily emissions (2025)	3.37	31.7	30.6	0.06	11.4	21.1
Overall maximum daily emissions (2026)	2.76	13.6	26.1	0.04	0.99	2.95
Overall maximum daily emissions (2027)	2.65	13.0	25.2	0.04	0.95	2.89
Overall maximum daily emissions (2028)	2.52	12.4	24.5	0.04	0.92	2.85
Overall maximum daily emissions (2029)	2.42	11.8	23.7	0.04	0.89	2.83
Overall maximum daily emissions (2030)	2.33	11.4	23.1	0.04	0.88	2.81
Overall maximum daily emissions (2031)	2.17	11.1	22.4	0.04	0.87	2.80
Overall maximum daily emissions (2032)	2.09	10.6	21.8	0.04	0.85	2.78
Overall maximum daily emissions (2033)	2.02	10.3	21.3	0.04	0.83	2.76
Overall maximum daily emissions (2034)	1.95	10.0	20.9	0.04	0.82	2.75
Overall maximum daily emissions (2035)	1.90	9.8	20.4	0.04	0.81	2.73
Overall maximum daily emissions (2036)	1.86	9.45	20.0	0.04	0.80	2.72
Overall maximum daily emissions (2037)	1.81	9.26	19.6	0.04	0.79	2.71
Overall maximum daily emissions (2038)	1.77	9.11	19.3	0.04	0.78	2.70
Overall maximum daily emissions (2039)	1.73	8.95	19.1	0.04	0.78	2.70
Overall maximum daily emissions (2040)	0.51	5.29	9.91	0.01	0.11	0.37
Overall maximum daily emissions (2041)	0.24	0.81	2.12	< 0.005	0.09	1.37
Maximum daily emissions	3.37	31.7	30.6	0.06	11.4	21.1
Certified General Plan EIR maximum daily emissions	N/A	45	207	< 1	25	13
Combined Certified General Plan EIR + refined project maximum daily emissions	3.37*	76.7	237.6	1.06	36.4	34.1
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
* ROGs calculated in the refined study are not added to maximum daily emissions in the Certified General Plan EIR because ROGs were not analyzed in the Certified General Plan EIR.
Source: Appendix E, *CalEEMod Analysis*.
South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)

As shown, unmitigated construction emissions would exceed SCAQMD thresholds for NO_x, and impacts would contribute to existing or projected air violations. The California Air Pollution Control Officers Association (CAPCOA) quantitative emissions reduction measure **C-3**, which provides locally sourced construction contractors, would be implemented with the refined project during construction.[33] Table 3.2-6 examines the application of this mitigation measure as applied to the mitigated construction assessment in the Certified General Plan EIR.

[33] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

The results of the model demonstrate that with CAPCOA quantitative emission reduction measure assumption **C-3** to curtail emissions, construction emissions impacts would not exceed SCAQMD significance thresholds for ROGs, NO_x, CO, SO_x, $PM_{2.5}$, and PM_{10}, and would not contribute to existing or projected air violations. Mitigated activities, including the use of local construction contractors, would result in a reduction of ROG, NO_x, CO, $PM_{2.5}$, and PM_{10} construction emissions impacts. While construction of the refined project would likely involve the use of multiple pieces of equipment operating simultaneously, it would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road equipment; and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from the application of architectural coatings to further mitigate criteria pollutant emissions. While construction activities would be temporary and short-term in nature, the intensity of the proposed development and size of the Planning Area would result in a cumulatively considerable net increase of ozone, PM_{10}, and $PM_{2.5}$. Since existing regional emissions are in nonattainment for certain criteria pollutants, the proposed construction activities would increase emissions of these criteria pollutants. With mitigation applied, construction of the refined project would result in less than significant impacts.

Operations

The Certified General Plan EIR found that operational emissions from the 2022 Housing and Land Use Updates would exceed regulatory thresholds for ROGs, NO_x CO, $PM_{2.5}$, and PM_{10}.

Operational and maintenance activities that would result in emissions include vehicular travel; energy usage from site maintenance, and residential and commercial use; and area sources such as the use of gas-powered landscaping equipment to maintain open spaces. The refined project would generate new residents, hotel guests, commercial visitors, and local community visitors, resulting in additional stationary and mobile source air emissions compared to existing conditions Operation is anticipated to result in reducing daily vehicle trips in the long-term through project build-out with the provision of enhanced pedestrian and public transit connectivity through public transit services including Foothill Transit, consisting of several bus stops along the Planning Area boundary; and the Metrolink Riverside Line along the northwestern boundary of the City. An increase in vehicular traffic would result from the increase in residents and employees through the development in the Planning Area. However, the increase in single-occupancy vehicle trips would be minimized through implementation of the refined project, as it is anticipated to introduce more public transit to the Planning Area and would include a road diet.

The refined project's increase in residential units, hotel rooms, and open space, in comparison to the proposed development previously evaluated in the Certified General Plan EIR, would result in an additional increase in ROGs, NO_x, SO_2, CO, $PM_{2.5}$, and PM_{10} from generated daily vehicle trips (see Table 3.2-7, *Unmitigated Operations Emissions Threshold Evaluation*, and Table 3.2-8, *Mitigated Operations Emissions Threshold Evaluation*, for total operational emissions expected after construction of the refined project).

TABLE 3.2-7
UNMITIGATED OPERATIONS EMISSIONS THRESHOLD EVALUATION

Category	Operations Emissions (Pounds/Day)					
	ROGs	**NO_x**	**CO**	**SO_2**	**$PM_{2.5}$**	**PM_{10}**
Area	203	15	400	0.92	49.4	50.4
Energy	0.13	2.24	1.06	0.01	0.18	0.18
Mobile	9.24	6.53	85.4	0.24	6.90	26.9
Refined project total	212.37	23.77	486.46	1.17	56.48	77.48
Certified General Plan EIR maximum regional operation emissions	N/A	2,134	4,829	13	352	1,196
Combined Certified General Plan EIR + refined project daily operations emissions	212.37*	2,157	5,315.46	14.17	408.48	1,273.48
SCAQMD significance operations thresholds (pounds/day)	55	55	550	150	55	150
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
Source: Appendix E, *CalEEMod Analysis*.
South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)
South Coast Air Quality Management District. June 2008. Appendix C, LST Mass Look-up Tables. Final Localized Significance Thresholds Methodology. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2
*ROGs calculated in the refined study are not added to maximum daily emissions in the Certified General Plan EIR because ROGs were not analyzed in the Certified General Plan EIR.

TABLE 3.2-8
MITIGATED OPERATIONS EMISSIONS THRESHOLD EVALUATION

Category	Operations Emissions (Pounds/Day)					
	ROGs	**NO_x**	**CO**	**SO_2**	**$PM_{2.5}$**	**PM_{10}**
Area	198	14.6	359	0.91	49.4	50.3
Energy	0.01	0.26	0.22	< 0.005	0.02	0.02
Mobile	9.93	6.38	83.4	0.24	6.74	26.3
Total	**207.94**	**21.24**	**442.62**	**1.15**	**56.16**	**76.62**
Certified General Plan EIR maximum regional operation emissions	N/A	2,134	4,829	13	352	1,196
Combined Certified General Plan EIR + refined project daily operations emissions	**207.94***	**2,155**	**5,271.62**	**14.15**	**408.16**	**1,272.62**
SCAQMD significance operations thresholds (pounds/day)	55	55	550	150	55	150
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
Source: Appendix E, *CalEEMod Analysis*.
South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)
South Coast Air Quality Management District. 2008. Appendix C, LST Mass Look-up Tables. Final Localized Significance Thresholds Methodology. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2
* ROGs calculated in the refined study are not added to maximum daily emissions in the Certified General Plan EIR because ROGs were not analyzed in the Certified General Plan EIR.

The results show that, when combined with the Certified General Plan EIR, unmitigated operational impacts would exceed SCAQMD significance thresholds for ROGs, NO_x, CO, $PM_{2.5}$, and PM_{10}; and would contribute to existing or projected air quality violations consistent with the findings in the Certified General Plan EIR. The implementation of CAPCOA quantitative emissions mitigation measures **E-2**, **E-12A**, **E-12-B**, **E-13**, **E-15**, **T-23**, **AS-1**, **AS-2**, and **LL-1** would assist in curtailing operational emissions for the refined project (see Appendix E and MM-AQ-5).[34] Table 3.2-8 examines the application of these mitigation measures during operational activities.

The results show that mitigated emissions for ROGs, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ from the refined project combined with the 2022 Housing and Land Use Updates would cumulatively decrease relative to unmitigated emissions; however, impacts would continue to exceed SCAQMD daily significance thresholds for these criteria pollutants and contribute to existing or projected air violations (see Appendix E).

As with the findings in the Certified General Plan EIR, the refined project would exceed regulatory thresholds for CO during operations due to the associated vehicular traffic and area sources that

[34] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

the refined project's land uses would be anticipated to generate. Long-term regional operational emissions would continue to result in exceedance of CO emissions based primarily on area source emissions that would originate from the refined project. Regional operational emissions for CO would, therefore, remain potentially significant.

Compared to the NAAQS, the Los Angeles County portion of the SCAB is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and lead for near-source monitors. Designations for attainment are determined from the ambient air quality. Compared to the CAAQS, the Los Angeles County portion of the SCAB is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and PM_{10} (see Table 3.2.4). The refined project is anticipated to exceed SCAQMD significance thresholds, consistent with the conclusion drawn in the Certified General Plan EIR. Both construction and operation of the refined project would result in potentially significant and unavoidable air quality impacts in relation to a cumulatively considerable net increase of criteria air pollutants.

As a result of supplemental analysis of impacts on air quality undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts on air quality in relation to cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment under the National Ambient Air Quality Standards or the California Ambient Air Quality Standards than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would require implementation of Mitigation Measures **MM-AQ-1** and **MM-AQ-2**.

MM-AQ-1 **Construction Features.** Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following measures shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.[35]

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent.
- Require a minimum of 50 percent of construction debris to be diverted for recycling.
- Require building materials contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

[35] City of Diamond Bar. 2019. Diamond Bar Comprehensive General Plan Update and Climate Action Plan Draft Environmental Impact Report. https://ceqanet.opr.ca.gov/2018051066/2

MM-AQ-2 **Future Development.** Future development would be required to demonstrate consistency with SCAQMD's operational thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project

- Develop a project specific Transportation Demand Management (TDM) program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require dripless irrigation sensor units that prevent watering during rainstorms.

Refined Project Additional Mitigation Measures

In addition, Mitigation Measures **MM-AQ-3** through **MM-AQ-7** would be incorporated as part of the refined project:

MM-AQ-3 The SCAG Mitigation Monitoring and Reporting Program (MMRP) for the final Connect SoCal PEIR provides guidance for lead agencies in the consideration of project-level mitigation measures to reduce substantial adverse effects related to a violation of air quality standards, in accordance with sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines. The City shall consider implementation of the following measures to reduce impacts, including (but not limited to):[36]

- Suspend grading and earthmoving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes;
- Cover trucks when hauling dirt;
- Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies.

[36] Southern California Association of Governments. May 2020. MMRP for the Connect SoCal Final PEIR. https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocal_peir.pdf#:~:text=It%20is%20the%20intent%20of%20this%20program%20to%3A,and%20%287%29%20utilize%20existing%20review%20processes%20wherever%20feasible.

MM-AQ-4 Per the CAPCOA Handbook,[37] the City shall implement the following measure to reduce construction emissions further for the refined project:

- **C-3**: Use Local Construction Contractors

MM-AQ-5 Per the CAPCOA Handbook,[38] the City shall implement of the following measures to reduce operation emissions further for the refined project, including (but not limited to):

- **E-2**: Require Energy Efficient Appliances
- **E-12-A**: Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences
- **E-12-B**: Install Electric Space Heater in Place of Natural Gas Heaters in Residences
- **E-13**: Install Electric Ranges in Place of Gas Ranges
- **E-15**: Require All-Electric Development
- **T-23**: Community-Based Travel Planning
- **AS-1**: Use Low-VOC Cleaning Supplies
- **AS-2**: Use Low-VOC Paints
- **LL-1**: Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

MM-AQ-6 The CAPCOA Handbook[39] also offers qualitative or supporting measures. The refined project's Mobile and Area emissions are the two most prominent sources of operational Air Quality emissions based on the best available data. The City shall consider implementation of the following supporting measures to reduce transportation emissions further for the refined project, including (but not limited to):

- **T-30:** Using cleaner-fueled vehicles.
- **T-18:** Provide Pedestrian Network Improvement.
- **T-13:** Implement Employee Parking Cash-Out.
- **T-21-A:** Implement Conventional Carshare Program.

MM-AQ-7: The City shall consider implementation of the following CAPCOA Handbook supporting measure to reduce Area emissions:

- **LL-2:** Implement a yard equipment exchange program, which would require the refined project to participate in an established yard equipment

[37] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

[38] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

[39] California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf

exchange program, supplement an established program, or implement a new program.

Level of Significance after Mitigation

The Certified General Plan EIR found that implementation of **MM-AQ-1** would reduce construction emissions for NO_x and VOCs and that the exact construction emissions as anticipated by the 2022 Housing and Land Use Updates cannot be quantified without full detail of the development projects to be implemented and the extent to which mitigation can be applied. As shown in Tables 3.2-6 and 3.2-8, even with the application of mitigation measures, the refined project would continue to exceed SCAQMD significance thresholds during construction and operation, at comparable levels to those defined in the General Plan 2040 land use development scenario. As with the Certified General Plan EIR, the implementation of **MM-AQ-1** and **MM-AQ-2** would reduce air quality impacts in relation to cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment under the National Ambient Air Quality Standards or the California Ambient Air Quality Standards. In addition, the refined project would implement **MM-AQ-3**, **MM-AQ-4**, **MM-AQ-5**, **MM-AQ-6**, and **MM-AQ-7** to further reduce impacts. However, the emission of criteria pollutants would be comparable to those anticipated for the General Plan 2040 for construction and operation of the land use development scenario, and impacts would remain significant and unavoidable, although the refined project would not result in new or substantially more adverse impacts on air quality than those evaluated for the Certified General Plan EIR.

Impact 3.2.3 Implementation of the refined project would expose sensitive receptors to substantial pollutant concentrations. *(Significant and Unavoidable)*

The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would expose sensitive receptors to substantial pollutant concentrations and that construction and operational impacts would be significant and unavoidable. The refined project would result in comparable significant and unavoidable impacts in relation to the exposure of substantial pollutant concentrations to sensitive receptors.

According to the General Plan, sensitive receptors include residences, hospitals, schools, daycare facilities, playgrounds, parks and other recreational facilities, elderly housing, and other medical care facilities.[40] The Planning Area for the refined project is directly and currently adjacent to approximately 933 residences to the north, south, east, and west within a quarter-mile of the site. Additional sensitive receptors include schools and churches, which are located within a quarter mile of the Planning Area: Armstrong Elementary School, located 0.2-mile to the west; Diamond Bar Community Preschool, located 0.2-mile to the east; Northminster Presbyterian Church, located 0.2-mile to the east; Lorbeer Middle School, located 0.2-mile to the south; and Mt. Calvary Lutheran School and Church, located 0.2 mile to the south (see Figure 3.2-1, *Sensitive Receptors Map*). Existing emission sources that impact sensitive receptors at the Planning Area include mobile emissions from vehicular travel and area source emissions generated from landscaping equipment.

[40] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=



FIGURE 3.2-1

Sensitive Receptors Map

Construction

The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would result in potentially significant short-term regional construction emissions to sensitive receptors. The Certified General Plan EIR calculated construction-related daily emissions and determined that localized construction emissions would have less than significant impacts, under the assumption that no more than one development would impact the same sensitive receptor at the same time, and since construction of the maximum buildout evaluated in the General Plan would span the duration of 20 years.

Construction of the refined project would temporarily emit criteria air pollutants due to the use of heavy-duty construction equipment, vehicle trips generated from workers and haul trucks, and grading activities. A different array of equipment would be used for each construction stage and would fluctuate by type, number, and duration (see Appendix E).

Construction of the refined project would span the duration of 16 years, of which 12.5 percent of the refined project would be conservatively built per year. Since the exact location of proposed construction activities is yet to be specified, it is assumed that activities would take place near sensitive receptors adjacent to the Planning Area; and construction activities would vary substantially from day-to-day depending on the level of activity.

There is no way to accurately calculate the potential for local construction impacts to sensitive receptors from the refined project. Individual projects developed under the refined project would require separate environmental assessments. Separate construction scenarios would be needed to further evaluate sensitive receptor impacts associated with local construction emissions based on the assumed buildout (see Chapter 2, *Project Description*). Nonetheless, the refined project, combined with the 2022 Housing and Land Use Updates, would result in potentially significant impacts before mitigation regarding short-term construction emissions impacts to sensitive receptors.

Operations and Maintenance

The Certified General Plan EIR found that operational impacts in relation to local air quality and toxic air contaminants would be potentially significant based on the potential for future developments to occur within close proximity of sensitive receptors and exceed regulatory thresholds; and that health impacts on sensitive receptors resulting from the operation of individual projects is indeterminable and would remain potentially significant. The Certified General Plan EIR also found that the 2022 Housing and Land Use Updates would result in less than significant impacts related to CO hotspots and that CO concentrations at project impacted intersections would not exceed ambient air quality standards.

Compared to the 2022 Housing and Land Use Updates, the refined project would result in uses that were not contemplated in the General Plan or Housing Element (see Chapter 2, *Project Description*). The refined project would result in a net increase of 705 housing units, 103 hotel rooms, and 40,000 sf of open space. Area emissions comprise approximately 84 percent of total operation emissions (see Appendix E and Table 3.2-7) and would increase compared to the 2022 Housing and Land Use Updates due to landscape maintenance activities for new open space (e.g., equipment use), residential applications (e.g., the use of hearths and consumer products), and architectural coatings. Sensitive receptors would also be exposed to mobile emissions emanating from vehicular travel for both new residents, employees, and visitors within the

Planning Area. Since regional emissions exceed the SCAQMD regulatory thresholds during operational activities, implementation of the refined project would have the potential to result in emissions in excess of CAAQS and NAAQS, exposing sensitive receptors to potential health impacts.

The refined project would not cause or contribute considerably to the formation of CO hotspots; and no exceedances of CO at intersections adjacent to the Planning Area would rise to the level of an exceedance of these standards. The refined project is anticipated to result in reduced vehicular miles in the long-term through the provision of multi-modal transit access and proposed mixed-use development supporting localized multi-modal transportation options. According to the General Plan, the City's population is projected to grow at an annual rate of 0.6 percent between 2016 and 2040. During the same time frame, the General Plan anticipates that employment within the City will increase by approximately 48 percent.[41] However, the implementation of TDM Program measures (see Appendix F, *Transportation Study*) for the refined project will increase active transportation opportunities and reduce VMT, and therefore decrease mobile emissions from employees and residents in the Planning Area compared to the Certified General Plan EIR.

Similar to the Certified General Plan EIR, there is no way to accurately calculate the potential for health impacts from the refined project. Individual projects developed under the refined project would need to conduct separate environmental assessments to further evaluate health impacts associated with construction and operation emissions. Furthermore, regional operation emissions from the refined project would exceed SCAQMD regulatory thresholds during operation activities, which can result in a health impact to nearby sensitive receptors. Therefore, implementation of the refined project would potentially result in significant and unavoidable impacts to sensitive receptors during construction and operation.

As a result of supplemental analysis of impact on air quality undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts on air quality in relation to the exposure of sensitive receptors to substantial pollutant concentrations than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would require implementation of **MM-AQ-1** to reduce impacts on sensitive receptors to substantial pollutant concentrations. Implementation of **MM-AQ-1** would reduce toxic air contaminant and health impacts through a reduction of criteria pollutant emissions from the use of more efficient construction equipment.

Level of Significance after Mitigation

The Certified General Plan EIR determined that with the implementation of **MM-AQ-1**, impacts would remain significant and unavoidable. The refined project would not be expected to result in any additional short-term impacts to sensitive receptors beyond those evaluated in the Certified General Plan EIR. During operations, the refined project would not be expected to result in any additional long-term impacts to sensitive receptors beyond those evaluated in the Certified General Plan EIR. As with the Certified General Plan EIR, the implementation of **MM-AQ-1** would reduce air quality impacts in relation to exposing sensitive receptors to substantial pollutant concentrations; however, the exposure of sensitive receptors to the emission of criteria pollutants

[41] City of Diamond Bar. 2019. City of Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

would be comparable to those anticipated for the Certified General Plan 2040 for construction and operation of the land use development scenario. Impacts would remain significant and unavoidable, although the refined project would not result in new or substantially more adverse impacts on air quality than those evaluated for the General Plan EIR.

Impact 3.2.4 Implementation of the refined project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (*Less than Significant*)

The Certified General Plan EIR found that the General Plan 2040 would result in significant and unavoidable impacts on air quality in relation to other emissions adversely affecting a substantial number of people. However, impacts with respect to odors during construction and operation would be less than significant. The refined project would result in less than significant impacts in relation to other emissions, such as those leading to odors, adversely affecting a substantial number of people.

The SCAQMD CEQA *Air Quality Handbook*, defines potential odor issues which generally occur from the following land uses: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings.

Construction

The Certified General Plan EIR found that construction of the 2022 Housing and Land Use Updates would result in the release of odors during construction, including the use of architectural coatings and solvents, but that with adherence to SCAQMD Rules and State measures, construction would not be anticipated to generate nuisance odors at sensitive receptors nearby.

Construction of the refined project would potentially result in temporary and localized odor releases over the course of 16 years throughout the Planning Area. Temporary and limited odors emitted from construction equipment, such as diesel exhaust; and volatile organic compounds from architectural coatings and paving activities may be generated, although these odors are not anticipated to affect a substantial number of people due to the short-term duration of construction activities, completed in varying locations at varying intensity over time throughout the Planning Area. Diesel fuel combustion odors would be minimized by complying with the CARB limits on diesel-fueled commercial vehicle idling of five (5) minutes at any given location. Construction activities would be monitored to ensure compliance with SCAQMD Rule 402, Nuisance, to avoid causing injury to adjacent sensitive receptors; and would be mandated to comply with SCAQMD Rule 1113 for controlling VOC emissions from the application of architectural coatings. The refined project's construction scope would not change the conclusion provided in the Certified General Plan EIR. Construction odor impacts are anticipated to result in less than significant impacts.

Operations and Maintenance

The Certified General Plan EIR provides that operation of the General Plan would not result in substantial sources of other emissions, including odors. Compared to the Certified General Plan EIR, the refined project's land uses are similar to the proposed land uses previously evaluated, but with the addition of open space. The refined project would also result in an expanded capacity of hotel rooms and residential area, which would introduce new residents to the area. The refined project would differ from the evaluation of retail and commercial space, since proposed activities would include a reduction of 64,000 SF. Similar to the findings in the Certified General Plan EIR,

the refined project would not introduce any new land uses associated with potential odor impacts. As a result, the refined project is expected to result in less than significant impacts pertaining to odor emissions.

The refined project would include the use of various trash receptacles, which would be covered and properly maintained to prevent potentially adverse odors. Proper housekeeping practices would be required to properly maintain trash receptables.

Therefore, the refined project would result in less than significant impacts in relation to the generation of odors during construction and operations in the short-term.

As a result of supplemental analysis of impact on air quality undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts on air quality in relation to other emissions adversely affecting a substantial number of people than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.3 Greenhouse Gas Emissions

This section evaluates whether the refined project would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects than those identified for the Planning Area in the Certified General Plan EIR, as addended. The Certified General Plan EIR, as addended, combined the GHG impact analysis with Energy and Climate Change impacts as one comprehensive assessment. The Certified General Plan EIR, as addended, found that there would be less than significant impacts regarding GHG emissions associated with the 2022 Housing and Land Use Updates. No mitigation measures were identified for GHG emissions specifically.

This analysis of the refined project's potential GHG emissions consists of a summary of the environmental setting in the Planning Area, regulatory framework that guides decision-making processes, anticipated direct and indirect impacts, and mitigation measures, as applicable.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the Specific Plan to result in new or substantially more adverse impacts on GHG emissions than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity or previous identified environmental effects on GHG emissions in relation to conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in less than significant impacts on GHG emissions in relation to generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. As a result of the initial study assessment, it was determined that supplemental analysis of generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment would be needed to evaluate the criteria pursuant Section 15162 of the State CEQA Guidelines in relation to the potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on GHG emissions, in relation to generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, than those evaluated in the Certified General Plan EIR.

GHG emissions refer to a group of emissions which include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass), and water vapor.

According to the California Greenhouse Gas Emissions Report for 2000 to 2020,[1] emissions from statewide emitting activities in 2020 were 369.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$), which is 35.3 $MMTCO_2e$ lower than 2019 levels. Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.3 metric tons per person in 2017, a 33 percent decrease. Overall trends in the inventory also demonstrate that the

[1] California Air Resources Board. October 2022. California Greenhouse Gas Emissions for 2000 to 2020; Trends of Emissions and Other Indicators. https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf

carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) is declining. From 2000 to 2020, the carbon intensity of California's economy has decreased by 49 percent from 2000 emissions, while California's gross domestic product has simultaneously increased by 56 percent.

The SCAG 2020-2045 RTP/SCS (Connect SoCal) aims to closely integrate land use, transportation, and technology to achieve a more sustainable growth pattern in certain areas of the region. The refined project is within the SCAG Metropolitan Planning Organization (MPO) to contribute to the reduction of greenhouse gas emissions which is currently on track to meet target reduction goals. Connect SoCal encourages integrated planning for land use and transportation to achieve specific federal air quality standards. The CARB has set the following GHG reduction targets for the SCAG region: reduce per capita GHG emissions from passenger vehicles by 8 percent below 2005 levels by 2020 and 19 percent by 2035 pursuant to Assembly Bill (AB) 32 Senate Bill (SB) 375.[2] Per SCAG's Connect SoCal 2024, the six-County SCAG region is on track to meet these goals as it applies to emissions from automobiles and light trucks and has achieved the 2020 target.[3]

In December 2019, the City of Diamond Bar adopted its Climate Action Plan (CAP). The City of Diamond Bar has developed a GHG Emissions Inventory, which includes a summary of the City's 2016 emissions from each sector.[4] Transportation was found to be the largest contributor, followed by residential energy consumption. The potential environmental impacts of the CAP were analyzed in the Certified General Plan EIR.

The refined project is located within an urbanized location and in close proximity to high-density urban development. Existing sources of GHG emissions in the Planning Area include motorized vehicle travel in the Town Center, including travel along SR-60 and SR-57 and adjacent cross streets. There is a High-Quality Transit Area (HQTA) two miles to the west of the Planning Area. A HQTA is defined by the Southern California Association of Governments (SCAG) as a "walkable transit village or corridor … within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours."[5] SCAG's definition of a HQTA is based on language codified by SB 375 (Public Resources Code Sections 21155; 21064.3).

Connect SoCal projects that 51 percent of new housing developed between 2016 and 2045 will be located within HQTAs.[6]

[2] Southern California Association of Governments. 2024. Connect SoCal: A Plan for Navigating to a Brighter Future. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

[3] Southern California Association of Governments. 2024. Connect SoCal: A Plan for Navigating to a Brighter Future. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

[4] City of Diamond Bar. December 2019. Climate Action Plan; GHG Inventory. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-.

[5] Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

[6] Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

Regulatory Setting

FEDERAL REGULATIONS

Greenhouse Gas Reporting Program (GHGRP)

The US EPA adopted the GHGRP (40 CFR Part 98), a mandatory GHG reporting rule in September 2009. The rule requires suppliers of fossil fuels or entities that emit industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the US EPA beginning in 2011 (covering the 2010 calendar year emissions). Vehicle and engine manufacturers were required to begin reporting GHG emissions for model year 2011. In January 2012, US EPA made the first year of GHGRP reporting data available to the public through its interactive Data Publication Tool, called Facility Level Information on Greenhouse gases Tool (FLIGHT), US EPA will continue to update the tool and release additional data each reporting year.[7]

United States Climate Alliance

On June 1, 2017, President Trump announced that the United States would cease all participation in the 2015 Paris Climate Accords (Paris Agreement) on climate change mitigation. The United States Climate Alliance was formed on June 1, 2017, following President Trump's announcement. The Alliance is a bipartisan coalition of states and unincorporated self-governing territories in the United States that are committed to upholding the objectives of the Paris Agreement on climate change within their borders by achieving the United States goal of reducing GHG economy-wide emissions 26 to 28 percent from 2005 levels by 2025 and meeting or exceeding the targets of the federal Clean Power Plan. As of November 2024, the Alliance has 24 members, including the state of California.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act was signed into law on November 15, 2021, by President Biden. This law provides billions to support a historic and diverse array of infrastructure investments while driving the creation of union jobs and supporting a more sustainable and equitable economy. This law includes initiatives to help tackle the climate crisis and reduce GHG emissions, including (but not limited to):[8]

- Investing in public transportation to expand transit options, improve accessibility, and replace thousands of deficient transit vehicles with zero emission vehicles.
- Building a network of electric vehicle (EV) chargers to accelerate EV adoption.
- Upgrading power infrastructure to deliver clean energy across the country and facilitate the deployment of new energy technologies to support the transition to a zero-emissions economy.

[7] Environmental Protection Agency. 2023. Learn About the Greenhouse Gas Reporting Program (GHGRP). https://www.epa.gov/ghgreporting/learn-about-greenhouse-gas-reporting-program-ghgrp

[8] The White House. November 2021. Fact Sheet: The Bipartisan Infrastructure Deal. https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/fact-sheet-the-bipartisan-infrastructure-deal/

Corporate Average Fuel Economy Standards

The United States Environmental Protection Agency (US EPA) regulates and tests gas mileage or fuel economy in order to deter air pollution in the United States. Since the transportation sector produces 28 percent[9] of GHG emissions in the U.S. as a whole, fuel economy regulations are an important way to reduce GHG emissions. The US EPA's Corporate Average Fuel Economy (CAFE) standards require vehicle manufacturers to comply with the gas mileage or fuel economy standards to reduce energy consumption by increasing the fuel economy of cars and light trucks. The most recent CAFE GHG emissions standards were set in 2022, which will increase the fuel economy to at a rate of 8 percent per year for cars and light trucks by Model Year 2024-2025.[10]

Inflation Reduction Act

The Inflation Reduction Act, signed into law on August 16, 2022, by President Biden. This law provides billions of dollars to support incentives, grants, and loans toward new investments in infrastructure, including clean energy, transportation, and the environment.[11] The law, when implemented with the strategies of the Build Back Better Framework, aims to meet the President's U.S. GHG emissions reduction commitment of 50-52 percent from 2005 levels by 2030, create a 100 percent carbon-free power sector by 2035, and accomplish a net-zero economy by 2050.[12]

STATE REGULATIONS

Renewable Portfolio Standards

California's Renewable Portfolio Standard (RPS), established in 2002 by the California State Senate in SB 1078, accelerated in 2006 and expanded in 2011, is one of the most ambitious renewable energy standards in the country. The RPS requires each energy provider to supply 33 percent of their electricity from eligible renewable energy resources by 2020. Signed in October 2015, SB 350 requires providers to supply 50 percent of their electricity from eligible renewable energy resources by 2030.

[9] U.S. Environmental Protection Agency. 2023. Sources of Greenhouse Gas Emissions. https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions

[10] U.S. Department of Transportation. May 2022. Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks. https://www.govinfo.gov/content/pkg/FR-2022-05-02/pdf/2022-07200.pdf

[11] National Governor's Association. September 2023. Inflation Reduction Act: Infrastructure Implementation Resources. https://www.nga.org/ira-resources/#:~:text=The%20Inflation%20Reduction%20Act%20%28IRA%29%20was%20signed%20into,areas%20of%20clean%20energy%2C%20transportation%20and%20the%20environment.

[12] The White House. November 2021. Fact Sheet: The Bipartisan Infrastructure Deal Boosts Clean Energy Jobs, Strengthens Resilience, and Advances Environmental Justice. https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/08/fact-sheet-the-bipartisan-infrastructure-deal-boosts-clean-energy-jobs-strengthens-resilience-and-advances-environmental-justice/

Governor's Executive Order S-3-05 (EO S-3-05)

Executive Order S-3-05 (EO S-3-05) issued in 2005 recognizes California's vulnerability to increased temperatures causing human health impacts, rising sea levels, and a reduced Sierra snowpack due to a changing climate. The Executive Order established targets to reduce GHG emissions to 2000 levels by 2010, to 1990 levels, and by 2050, 80 percent below 1990 levels.[13]

Global Warming Solutions Act of 2006 (AB 32)

The Global Warming Solutions Act of 2006 (AB 32) codifies the targets set in EO S-3-05 of statewide reductions to 1990 emissions levels by 2020. AB 32 directs CARB to develop and implement a scoping plan and regulations to meet the 2020 target. CARB approved the Scoping Plan in 2008, which provides guidance for local communities to meet AB 32 and EO S-3-05 targets. The Scoping Plan adopted a quantified cap on GHG emission representing 1990 emission levels, instituted a schedule to meet the emission cap, and developed tracking, reporting, and enforcement tools to assist the State in meeting the required GHG emissions reductions.

Governor's Executive Order S-1-07 (EO S-1-07; Low Carbon Fuel Standard)

Executive Order S-1-07, the Low Carbon Fuel Standard (LCFS) of 2007, requires a reduction of at least 20 percent in the carbon intensity of California's transportation fuels by 2030.[14] The LCFS requires oil refineries and distributors to ensure that the mix of fuel sold in California meets this standard. The reduction comes from production cycle (upstream) emissions from the production and distribution of transport fuels within the state, rather than the combustion cycle (tailpipe) emissions from the use of those transport fuels.

California Senate Bill 375

SB 375 (2008) mandates each Metropolitan Planning Organization (MPO) in the state to adopt a Regional Transportation Plan (RTP) aimed at achieving a coordinated and balanced regional transportation system, including mass transit, highways, railroads, bicycles, and pedestrians, among other forms of transit. Each MPO is required to prepare a Sustainable Communities Strategy (SCS) which sets forth forecast development patterns and describes the transportation system that achieves the regional GHG emission reduction targets set by the California Air Resources Board (CARB). CARB's 2010 targets called for the Southern California Association of Governments (SCAG) region, the MPO in which Diamond Bar is located, to reduce per capita emissions by 8 percent by 2020 and 13 percent by 2035 based on a 2005 baseline. New targets were adopted in 2018, increasing SCAG's 2035 per capita emissions reduction target to 19 percent. SCAG adopted its own RTP/SCS in April 2012. The SCS lays out how the region will meet GHG targets to reduce per capita emissions 9 percent by 2020 and 16 percent by 2035 based on a 2005 baseline. In April 2016, SCAG adopted targets of 8 percent, 18 percent, and 21 percent reduction per capita GHG emissions by 2020, 2035, and 2040, respectively, based on a 2005 baseline. As the SCS is focused on passenger vehicle emissions on a regional scale, it is considered separate from the reductions outlined in this CAP.

[13] State of California. June 2005. Executive Order S-3-05. https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf

[14] University of California, Berkeley Center for Law, Energy & the Environment. N.d. California Climate Policy Fact Sheet: Low Carbon Fuel Standard. https://www.law.berkeley.edu/wp-content/uploads/2019/12/Fact-Sheet-LCFS.pdf

Pavley Fuel Economy Standards (AB 1493)

In 2009, CARB adopted amendments to the Pavley regulations to reduce GHG emissions in new passenger vehicles from 2009 to 2016. The standards became the model for the updated federal CAFE standards.

Title 24 Building Standards & CALGreen

Title 24 is California's Building Energy Code, which is updated every three years. In 2010, Title 24 was updated to include the "California Green Building Standards Code," referred to as CALGreen. CALGreen requires that new buildings reduce water consumption, increase system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. CALGreen has mandatory measures that apply to nonresidential and residential construction. The most recent 2022 CALGreen code was adopted in 2022 and became effective in January 2023. A notable change under this update is the requirement for new multi-family dwellings to provide future Electric Vehicle Supply Equipment (EVSE) Level 2 Chargers per section 4.106.4.[15] CALGreen contains voluntary Tier 1 and Tier 2 levels, which are designed to exceed energy efficiency and other standards by 15 percent or 30 percent.

AB 341

In 2011, AB 341 set the goal of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills. This goal was an update to the former goal of 50 percent waste diversion set by AB 939.

Advanced Clean Cars (ACC) Program

In 2012, CARB adopted the ACC program, developed in coordination with the US EPA. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations that reduce GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle regulation, which requires manufacturers to produce an increasing number of battery electric and fuel cell electric vehicles, with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years.

Governor's Executive Order S-3-15 (EO S-3-15)

Executive Order S-3-15 (EO S-3-15) issued in 2015 established an interim target to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2016, the Legislature passed SB 32, which codified the 2030 GHG emissions reduction target. To reflect this target, CARB's 2017 Climate Change Scoping Plan Update recommends that local governments target six metric tons carbon dioxide equivalent ($MTCO_2e$) per capita per year in 2030 and two $MTCO_2e$ per capita per year in 2050. The City's CAP GHG emission targets are based on meeting the goals set in EO S-3-15 and SB 32, following the CAP guidelines established in the 2017 CARB Scoping Plan.

[15] State of California Building Standards Commission. July 2022. 2022 California Green Building Standards Code, Title 24, Part 11. https://codes.iccsafe.org/content/CAGBC2022P1

SB 32

On September 8, 2016, Governor Jerry Brown signed SB 32 into law. SB 32 mandates California to decrease GHG emissions by 40 percent below 1990 levels by 2030. SB 32 is a continuation of AB 32, signed into law in 2006, which set a GHG reduction target of reducing GHG emissions to 1990 levels by 2020.

AB 197

AB 197 is a bill that is tangentially tied to SB 32, which requires the CARB to prioritize disadvantaged communities in climate change related regulations and to prepare a scoping plan that uses the maximum technologically feasible and cost-effective GHG emissions reductions.[16] AB 197 mandates inventory emissions reporting for GHGs from all sectors covered by the CARB Scoping Plan to be made public and updated at minimum once a year.

Governor's Executive Order B-55-18 (EO B-55-18)

Executive Order B-55-18 (EO B-55-18) issued in 2018 established a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. EO B-55-18 is established in addition to the existing statewide targets of reducing GHG emissions. To achieve this target, remaining emissions must be offset by equivalent net removals of CO_2 from the atmosphere, including through sequestration in forests, soils and other natural landscapes.

100 Percent Clean Energy Act

The 100 Percent Clean Energy Act of 2018 (SB 100) sets a state policy that eligible renewable energy and zero-carbon resources supply 100 percent of all retail sales of electricity in California by 2045. SB 100 accelerates California's Renewable Portfolio Standards established under SB 350. In recognition that California retail sellers are well on their way to achieving the target in advance of the existing deadlines, SB 100 requires providers to supply 50 percent of their electricity from eligible renewable energy resources by 2026 and 60 percent by 2030.[17]

LOCAL REGULATIONS

City of Diamond Bar General Plan and Building Code

The Community Health and Sustainability Element of the City General Plan outlines goals and policies in the General Plan that will improve air quality and reduce greenhouse gas emissions. The City of Diamond Bar has adopted the latest edition of the California Green Building Standards Code (CALGreen). CALGreen, which applies to all new buildings (residential and non-residential), increases energy efficiency and reduces waste. Green building standards also have the co-benefit of reducing criteria pollutant emissions through the increase in energy efficiencies. CALGreen includes local, more restrictive amendments deemed necessary to account for local climatic, geological and topographical conditions.

[16] University of California, Davis CLEAR Center. March 2020. How California is working to reduce greenhouse gas emissions. https://clear.ucdavis.edu/explainers/how-california-working-reduce-greenhouse-gas-emissions

[17] California Energy Commission. 2023. SB 100 Joint Agency Report. https://www.energy.ca.gov/sb100

City of Diamond Bar Climate Action Plan

The City of Diamond Bar adopted its Climate Action Plan 2040 on December 17, 2019, as part of the City's General Plan 2040 update. The City's CAP is "designed to reinforce the City's commitment to reducing greenhouse gas (GHG) emissions" and will "enable streamlined environmental review of future development projects, in accordance with the California Environmental Quality Act (CEQA)." (Diamond Bar Climate Action Plan 2040). The key components of the City's CAP include:

- An inventory of the City's GHG emissions;
- Forecasts of future GHG emissions;
- Actions that demonstrate the City of Diamond Bar commitment to achieve State GHG reduction targets by monitoring and reporting processes to ensure targets are met, and;
- Options for reducing GHG emissions beyond State requirements in effect as of the CAP's adoption date.

The CAP includes an analysis of the City's GHG emissions up to the year 2040, which aligns with the General Plan's horizon year; however, there is no sunset year specified in the CAP.

The CAP took an inventory of the City's GHG emissions as of 2016, calculated GHG emission targets for 2030 and 2040 based on CARB's 2017 Climate Change Scoping Plan Update, and forecasted the City's GHG emissions for 2030 and 2040. This inventory and corresponding forecast tallied GHG emissions from nine sectors, which included emissions from residential, commercial, industrial, transportation, solid waste, water, wastewater, off-road equipment, and public lighting. The CAP's GHG emissions threshold targets for 2030 and 2040 were based on the California Air Resources Board's (CARB) 2017 Climate Change Scoping Plan Update, which recommends that local governments target 6 metric tons carbon dioxide equivalent (MTCO2e) per capita per year in 2030 and 4 MTCO2e per capita per year in 2040. The City's forecasted future emissions for 2030 and 2040 take into account GHG reductions from (1) State actions, (2) the General Plan's land use and circulation system, and (3) additional General Plan policies, which include pedestrian and bikeway system improvements, electric vehicle infrastructure, and traffic calming.

The total inventory emissions (in $MTCO_2e$/year) are projected to decrease by approximately 28 percent by the year 2040 (Table 3.3-1, *GHG Emissions Inventory, Forecasts, and Targets in $MTCO_2e$ Per Year*).[18]

TABLE 3.3-1
GHG EMISSIONS INVENTORY, FORECASTS, AND TARGETS IN $MTCO_2e$ PER YEAR

Year	Inventory/Forecast ($MTCO_2e$ / Year)	Inventory/Forecast ($MTCO_2e$ / Capita / Year)	GHG Emissions Targets (Not-to-exceed $MTCO_2e$ / Capita / Year)
2016	348,790	6.0	N/A
2030	254,209	4.2	6.0
2040	251,074	3.8	4.0
Source: City of Diamond Bar Climate Action Plan.			

[18] City of Diamond Bar. September 2019. Diamond Bar Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

As shown in Table 3.3-1, the City's emissions are forecasted to drop steeply by 2030 from the combined effect of GHG reduction policies and actions and would continue a gradual decline to 2040. The collective effect of the GHG reductions will result in total forecast emissions of 254,209 $MTCO_2e$ in 2030, and 251,074 $MTCO_2e$ in 2040. Accordingly, the CAP concluded that the City of Diamond Bar will meet its GHG emission targets for 2030 and 2040 without any additional measures. Thus, the City of Diamond Bar's "synergistic land use/transportation planning and other actions in the General Plan would enable the City to meet the standards outlined in California's 2017 Scoping Plan, EO S-3-05, and EO S-3-15, and implementation of projects consistent with the General Plan would not require additional GHG analysis in accordance with CEQA." As part of the CAP, the City will periodically monitor and report progress towards achieving the emissions targets, as well as update its GHG inventory as needed.

The City's CAP provides optional measures to reduce GHG emissions, as discussed in Chapter 4. However, additional measures for GHG reduction are not needed for the City to "have and maintain a Qualified GHG *Reduction* Strategy" as "projected GHG emissions in 2030 and 2040 will be well below the standards" established by CARB's 2017 Scoping Plan. Therefore, this analysis does not include consideration of optional measures addressed by the City's CAP.

Impact Analysis

SIGNIFICANCE CRITERIA

The State CEQA Guidelines recommend the consideration of two questions when addressing potential GHG 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?

The Initial Study for this Draft SIR (Appendix B) determined that question (b) would not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address question (a). Therefore, question (a) is addressed herein.

METHODOLOGY AND ASSUMPTIONS

The analysis in this section was undertaken to determine whether significant impacts to GHG emissions would occur as a result of the refined project, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State CEQA Guidelines.

In accordance with CEQA, lead agencies are required to analyze a project's greenhouse gas (GHG) emissions and make a determination of the significance of such impacts (CEQA Guidelines Section 15064.4). However, CEQA allows lead agencies, like the City of Diamond Bar, to significantly streamline the analysis of GHG emissions by using a programmatic GHG emissions reduction plan, such as a Climate Action Plan (CAP) (CEQA Guidelines Section 15183.5(b)). CEQA Guidelines Section 15064(h)(3) provides that "[a] lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if

the project will comply with the requirements in a previously approved plan or mitigation program," which includes a CAP. Thus, under this streamlined analysis, projects that are consistent with a CAP, for example, may be found to cause a less than significant impact under CEQA.

To determine whether GHG emissions would be significant, both short-term construction and long-term operational emissions were quantified. As recommended by SCAQMD, construction emissions were amortized (i.e., averaged annually) over a 30-year project lifetime. The refined project proposed modifications to the ultimate buildout in the Town Center Area called for by the general plan and housing element update. Therefore, both the short-term construction and long-term operation emissions from the Certified General Plan EIR, as addended, and from the refined project were considered in this analysis.

A GHG efficiency metric is used to determine compliance with the City's CAP. An efficiency metric measures a project's per-service population emissions to assess its overall GHG efficiency compared to regulatory GHG reduction goals. Efficiency metrics are an alternative to a "bright-line" threshold limit. As an example, the SCAQMD incorporates an efficiency metric into its proposed GHG analysis protocols.

The CAP and General Plan horizons are 2040 for GHG emissions. The buildout of the refined project is anticipated in 2041. For the purposes of this analysis, using this GHG efficiency metric, the refined project's 2041 amortized construction and operation emissions were compared to the amortized construction and operation emissions levels in the closest comparable build out year assessed in the General Plan 2040 and Certified General Plan EIR, as addended. This efficiency metric was calculated based on the combined 2040 emissions levels and divided by the City's projected 2040 population. The goal was to determine whether the refined project's per capita emissions targets included in the City's General Plan for 2040 would be exceeded when compared to the amortized construction and operation emissions for the 2040 buildout year in the Certified General Plan EIR, as addended.

The Certified General Plan EIR, as addended, also included an analysis of the City's 2040 operations conducted by a third-party consulting firm, in addition to outputs from CalEEMod Version 2016.3.2. The most recent version of CalEEMod is Version 2022.1.1.29. The outputs from CalEEMod Version 2016.3.2 and CalEEMod Version 2022.1.1.29 do not include the same operational sectors. The earlier version of CalEEMod did not include specific operational outputs for energy, area, water and wastewater, solid waste, and refrigerants. The change in GHG emissions projections between CalEEMod Version 2016.3.2 and CalEEMod Version 2022.1.1.29 are largely due to updated default values that are used to calculate operational emissions in the model, such as EMFAC to calculate fleet mix and emissions factors for mobile sources.

To achieve a comparative level of analysis, the General Plan land uses as updated by the Housing Element for the limits of the Planning Area were modeled using CalEEMod 2022.1.1.29. CalEEMod 2022.1.1.29 was also used to model the refined project (Appendix E). The refined project does not contemplate revisions to the Planning Area (Appendix E).

Construction

Default construction values provided by the program were used when applicable and include

- Construction phasing
- Construction trips and VMT
- Construction grading

A detailed description of the assumed refined project construction scenario is included in Chapter 2, *Project Description*. The following assumptions for the refined project were applied to CalEEMod, Version 2022.1.1.29:

- Land use inputs include "residential" and "recreational" to capture the refined project's net construction footprint associated with the inclusion of open space, housing, and hotel rooms. Dwelling unit area was estimated at 960 square feet,[19] and 325 square feet per room[20] for the 107 hotel rooms that would be constructed on the Planning Area. The refined project would not include additional commercial space compared to the Planning Area as analyzed in the Certified General Plan EIR, as addended.
- The construction schedule would occur from the summer of 2025 to 2041 for a duration of approximately 16 years (4,176 days), consistent with the planning horizon and assumptions of the General Plan 2040.[21]
- Construction of the hotel rooms would use equipment similar to the equipment used to construct the residential dwelling units.
- Demolition activity was previously analyzed in the Planning Area in the Certified General Plan EIR, as addended. There would be no changes to demolition activity as part of the refined project.

Operations

Default operation values provided by the program were used when applicable and include

- Operation trips and VMT
- Operation fleet mix
- Operation vehicle emissions factors
- Operations road dust
- Other emissions from operations, including energy, area, water and wastewater, solid waste, and refrigerants.

The net construction footprint was captured to estimate total emissions as a result of the refined project. As with the General Plan as modified by the Housing Element, the refined project would be required to comply with the CAP to avoid significant impacts to GHG. Development of the refined project could result in a significant impact if the per capita emissions from the 2040 (buildout) year exceeds the reduction target of 4 $MTCO_2e$ per year identified in the CAP for year 2040.

[19] United States Census. N.d. Highlights of 2022 Characteristics of New Housing. https://www.census.gov/construction/chars/highlights.html#:~:text=The%20median%20size%20of%20multifamily,sale%20was%201%2C311%20square%20feet.

[20] Viqual. March 2023. Does Hotel Room Size Matter? https://www.viqal.com/blog/does-hotel-room-size-matter#:~:text=North%20America%3A%20In%20the%20United,56%20square%20meters)%20or%20more.

[21] Using a 2025 schedule for initiation of construction provides a conservative scenario. Each year delay in initiating construction would result in a further reduction of emissions based on improvements in technology.

IMPACTS

Impact 3.3.1 Implementation of the refined project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. *(Less than Significant)*

The refined project would result in less than significant impacts in relation to the generation of GHG emissions, either directly or indirectly. Existing sources of GHG emissions in the Planning Area include area sources, such as energy uses associated with commercial properties; and mobile sources generated from vehicular trips within and around the Planning Area. The Certified General Plan EIR, as addended, evaluated the construction of 389 residential units, 182,058 SF of non-residential buildings, and 1.23 acres of park to be developed each year for the City's 2040 buildout; and found that construction and operation of the 2022 Housing and Land Use Updates would result in less than significant impacts associated with direct or indirect GHG emissions. The refined project calls for changes in the amount and type of development analyzed in the Certified General Plan EIR, as addended (Table 2.3-1, *Maximum Buildout of the Refined Project*). Generally, the refined project calls for compact, infill mixed-use development and a more walkable and car-optional Town Center that would reduce VMT and GHG emissions. The development of energy-efficient buildings under the refined project would also reduce annual GHG emissions per square foot per capita.

The potential GHG impacts of the refined project are analyzed for the construction and operations phases of the project.

Construction

Construction emissions are based on the type, amount, and duration of construction, as well as the size of the project. The proposed construction activities would be short-term in nature. Mobile sources of GHG emissions during construction would include construction equipment and on-road vehicles, such as haul trucks and worker vehicles. Annual unmitigated[22] GHG emissions that would result from construction of the refined project's net construction footprint have been calculated (Table 3.3-2, *Refined Project's Annual Net GHG Construction Emissions in $MTCO_2e$ per Year*).

The results show that the refined project's annual unmitigated net construction GHG emissions are approximately 21,320 $MTCO_2e$ over 16 years. Without mitigation measures applied, the total annual amortized emissions are approximately 711 $MTCO_2e$. Construction equipment would comply with technology requirements and emission standards provided in CARB's In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation) to reduce cumulative statewide emissions from off-road diesel-fueled vehicles. Operation of heavy-duty construction equipment would vary through the duration of the construction schedule and would be managed to minimize vehicle idling and fugitive dust on-site to further reduce GHG emissions emanating from construction activities.

[22] CalEEMod calculates unmitigated GHG emissions, which refer to the amount of GHGs released into the atmosphere without any measures taken to reduce or prevent them.

TABLE 3.3-2
REFINED PROJECT'S ANNUAL NET GHG CONSTRUCTION EMISSIONS IN $MTCO_2e$ PER YEAR

Year	Unmitigated[1] GHG Emissions ($MTCO_2e$ / Year)
2025	553
2026	1,693
2027	1,666
2028	1,645
2029	1,616
2030	1,590
2031	1,566
2032	1,547
2033	1,511
2034	1,490
2035	1,472
2036	1,458
2037	1,439
2038	1,426
2039	535
2040	104
2041	8.93
Total emissions (16 years of construction)	21,319.93
Amortized (30 year) emissions	**710.66**

Source: Appendix E, *CalEEMod Analysis*.

[1] CalEEMod calculates unmitigated GHG emissions, which refer to the amount of GHGs released into the atmosphere without any measures taken to reduce or prevent them.

Operations

Operational emissions anticipated from the refined project include emissions from energy use, electricity, and natural gas; on-road motor vehicles; solid waste; water and wastewater; area sources, such as from landscaping maintenance activities; and onsite stationary sources, such as emergency generators and consumer products. Maintenance activities for the refined project would be minimal and are not expected to include the use of heavy-duty off-road equipment. Compared to the Planning Area as analyzed in the Certified General Plan EIR, as addended (Table 3.3-3, *Annual Certified General Plan EIR [Planning Area Only] and Refined Project Operations GHG Emissions in $MTCO_2e$*), the refined project would result in a decrease in emissions from energy use consumption, mobile sources, area sources, solid waste disposal operations, water consumption and wastewater management due to the anticipated decrease in residents and visitors along with maintenance upkeep for open space areas. The reduction in GHG emissions in the refined project is driven by increased residential density, decreased VMT associated with commercial uses, and the addition of nearly an acre of open space.

TABLE 3.3-3
ANNUAL CERTIFIED GENERAL PLAN EIR (PLANNING AREA ONLY) AND REFINED PROJECT OPERATIONS GHG EMISSIONS IN $MTCO_2e$

Sector	2040 $MTCO_2e$ Certified General Plan EIR (Planning Area Only)	2041 $MTCO_2e$ Refined Project[a]	Difference in $MTCO_2e$ 2040 Certified General Plan EIR (Planning Area Only) - Refined Project[b]
Water and wastewater	816	87	(729)
Solid waste	1,105	180	(925)
Mobile	59,219	3,848	(55,371)
Area	1,149	237	(912)
Energy	9,727	1,208	(8,519)
Refrigerants	4.72	9	4.28
Total	**72,022**	**5,569**	**(66,451.70)**

Source: Appendix E, *CalEEMod Analysis*.
[a] Total operational annual emissions anticipated by sector for the refined project. Buildout of the refined project is 2041.
[b] The net total $MTCO_2e$ defines the total operational emissions anticipated when the Certified General Plan EIR (Planning Area only) annual operational emissions for 2040 are compared with the refined project's annual operational emissions for 2041. 2040 represents the closest operational buildout year between the Planning Area as analyzed in the Certified General Plan EIR, as addended, and the refined project.[23]

The results show that the refined project's annual unmitigated net operations GHG emissions are approximately 5,569 $MTCO_2e$ per year in 2041. When compared with the Planning Area as analyzed in the Certified General Plan EIR, as addended, the net total difference in GHG emissions emitted during operations is a reduction of approximately 66,451.70 $MTCO_2e$ per year in 2040.

Combined Construction and Operation Emissions

As set forth below, the results show that the refined project's annual unmitigated GHG emissions combined are approximately 6,280 $MTCO_2e$ per year. In addition, the net total difference in GHG emissions from operation and amortized construction sources between the Planning Area as analyzed in the Certified General Plan EIR, as addended, and the refined project is approximately 1.01 $MTCO_2e$ per year by 2040 (see Table 3.3-4, *Annual Certified General Plan EIR [Planning Area Only] and Refined Project GHG Emissions in $MTCO_2e$*).

[23] The City's General Plan, Appendix E (CAP) provides two business as usual (BAU) GHG emissions forecasts for 2030 and 2040. 2040 represents the closest operational buildout year between the Planning Area as analyzed in the Certified EIR, as amended (2040), and the refined project (2041).

TABLE 3.3-4
ANNUAL CERTIFIED GENERAL PLAN EIR (PLANNING AREA ONLY) AND REFINED PROJECT GHG EMISSIONS IN $MTCO_2e$

Sector	2040 $MTCO_2e$ Certified General Plan EIR (Planning Area Only)	2041 $MTCO_2e$ Refined Project[a]	Difference in $MTCO_2e$ 2040 Certified General Plan EIR (Planning Area Only) - Refined Project[b]
Water and wastewater	816	87	(729)
Solid waste	1,105	180	(925)
Mobile	59,219	3,848	(55,371)
Area	1,149	237	(912)
Energy	9,727	1,208	(8,519)
Refrigerants	4.72	9	4.28
Total operational	72,022	5,569	(66,451.70)
Amortized construction	1,430	711	(719)
Total emissions	**73,452**	**6,280**	**(67,170.70)**
Population	66,685	66,685	66,685
Per capita emissions	1.10	0.09	(1.01)
Target	4	4	4
Exceed target?	**No**	**No**	**No**

Source: Appendix E, *CalEEMod Analysis*.
[a] Total operational annual emissions (by sector) and amortized construction emissions anticipated for the Refined Project. Buildout of the refined project is 2041.
[b] The net total $MTCO_2e$ defines the total operational and amortized construction emissions anticipated when the Planning Area as analyzed in the Certified General Plan EIR, as addended, annual operational and amortized construction emissions for 2040 are compared with the Refined Project's annual operational and amortized construction emissions. 2040 represents the closest operational year between the Planning Area as analyzed in the Certified General Plan EIR, as addended, and the refined project.[24]

The Certified General Plan EIR, as addended, concluded that there is no exceedance to the City's 2040 GHG efficiency threshold of 4 $MTCO_2e$ per year. As referenced in Table 3.3-4, the Planning Area as analyzed in the Certified General Plan EIR, as addended, would not exceed the City's CAP GHG efficiency threshold target of 4 $MTCO_2e$ per year when using CalEEMod Version 2022.1.1.29.

With the General Plan-designated population projection of approximately 66,685, per capita in 2040, emissions in the City with implementation of the refined project are estimated to be roughly 0.09 $MTCO_2e$ per capita per year. Therefore, the refined project would meet the 2040 per capita GHG emissions target of 4 $MTCO_2e$ per year as stated in the City's CAP. Implementation of the City's CAP recommended measures, in addition to compliance with applicable State regulations, would further reduce these GHG emissions. The refined project's GHG impacts would be less than significant.

As a result of supplemental analysis of GHG emissions in relation to generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment undertaken in this SIR, the land use refinements proposed in the Specific Plan reduces emissions

[24] The City's General Plan, Appendix E (CAP) provides two business as usual (BAU) GHG emissions forecasts for 2030 and 2040. 2040 represents the closest operational buildout year between the Certified EIR Specific Plan (2040) and the Refined Project (2041).

as a result of decreased land use area, increased residential density, increased open space, decreased commercial area, and decreased VMT (see Table 3.3-3 and Table 3.3-4). As a result of the analysis undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.4 Hydrology and Water Quality

This section assesses if the refined project may have a new impact to water quality or a substantial increase in the severity of previously identified significant effects compared to those identified and analyzed in the Hydrology and Water Quality section of the Certified General Plan EIR, as amended. The Certified General Plan EIR, as amended, found that there would be less than significant impacts regarding hydrology and water quality associated with the 2022 Housing and Land Use Updates. The Certified General Plan EIR found that regulatory compliance, such as the city's Water Pollution ordinance, Floodplain Management Ordinance, and Stormwater and Urban Runoff Pollution Control Ordinances, would protect water quality in the Planning Area. It further recognized that compliance with the Municipal Permit Order No. r4-2012-0175, National Pollutant Discharge Elimination System (NPDES) Permit CAS004001 (MS4 Permit), issued by the Los Angeles Regional Water Quality Control Board (RWQCB) and compliance with the proposed General Plan policies that address impacts to water quality would prevent any significant impacts, and as a result the 2022 Housing and Land Use Updates would have less than significant impacts to hydrology and water quality without mitigation.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the Specific Plan to result in new or substantially more adverse impacts on hydrology and water quality than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity or previously identified environmental effects on hydrology and water quality in relation to violation of any water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality; substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces; risking release of pollutants in flood hazard, tsunami, or seiche zones due to project inundation; conflicting with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; and conflicting with or obstructing a state or local plan for hydrology and water quality management. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in significant and unavoidable impacts on hydrology and water quality in relation to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basins. As a result of the initial study assessment, it was determined that supplemental analysis of hydrology and water quality would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on hydrology and water quality, in relation to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basins, than those evaluated for the Certified General Plan EIR, requiring the consideration of revised finding of significance or the consideration of new mitigation measures.

This supplemental analysis determined whether the refined project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basins.

Surface Water

Based on site reconnaissance and a review of the U.S. Geological Survey (USGS) 7.5-minute San Dimas topographic quadrangle (Figure 2.1-3, *Topographic Map*), there are no natural or manmade surface water impoundments on the project site. The project site is located within the upper San Jose creek watershed, with the nearest surface water body being Diamond Bar Creek, approximately one half of a mile to the north.[1]

Groundwater

The project site is located within the lower San Jose Creek sub watershed within The San Gabriel Valley Basin and is bound to the north by the Raymond Basin and the San Gabriel Mountains; to the east by the Upper Santa Ana Valley – Chino Basin; to the south by the Puente Hills and Orange County; and to the west by Coastal Plain of Los Angeles – Central Basin and the San Fernando Valley Basin.[2]

Groundwater directly under and surrounding the project site is impaired for total dissolved solids and nitrates and is not potable. The Walnut Valley Water District (WVWD) operates six groundwater production facilities which supply recycled water to the city. The City currently imports all of its potable water resources from the California and Colorado River Aqueducts, through a contract with the Metropolitan Water District (MWD). There are no groundwater recharge areas or groundwater extraction wells on the Planning Area.[3]

Existing or Planned Stormwater Conveyance Systems

Human-made stormwater conveyance systems exist within the Planning Area boundary which are primarily maintained by the Los Angeles County Flood Control District. The refined project incorporates Low Impact Development BMPs in accordance with the City's LID Ordinance,[2] whereby new areas of landscaping would allow for percolation and reduction of runoff, and water runoff after development would not exceed the capacity of existing or planned drainage systems. Additionally, drainage would support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology.

Wastewater

The City of Diamond Bar has a sanitary sewage system served by the Consolidated Sewer Maintenance District, Los Angeles County Flood Control District (LACFCD), Los Angeles County Public Works (LACPW) for Industrial Waste Services, and the Los Angeles County Sanitation District (LACSD). The City contracts with the LACPW and LACSD for wastewater collection and treatment services. The existing city sewer system within and around the region of the project is

[1] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Figure 5-6. Watersheds and Surface Water. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[2] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 5-5. Water Resources. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[3] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 5-5. Water Resources. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[2] City of Diamond Bar. N.d. Diamond Bar Code of Ordinances, Title 8 – Health and Safety, Chapter 8.12 Environmental Protection. Division 5 – Stormwater and Urban Runoff Pollution Control. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT8HESA_CH8.12ENPR_DIV5STWAURRUPOCO (accessed November 14, 2024).

comprised of numerous sewer lines of varying sizes, slopes, and materials. The Los Angeles County Public Health regulations for wastewater treatment systems, as required by statewide Assembly Bill (AB) 885, set standards for wastewater treatment and monitoring requirements. The Certified General Plan EIR determined many connections to the sewer system sewer lines that cross under the Planning Area.[4,5]

The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to a LACSD treatment facility.[6] As new development occurs, the LACSD requires the new developments to annex into its service area for operation, maintenance, and treatment services. Service fees fund required upgrades to trunk sewer lines or treatment plant capacity.[7]

Regulatory Setting

FEDERAL

Wild and Scenic Rivers Act of 1968

The objective of the Wild and Scenic Rivers Act of 1968 (WSRA) (Public Law 90-542), dated October 2, 1968, is the preservation of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. The WSRA provides permanent protection for some of the country's most outstanding free flowing rivers and prohibits federal support for actions such as the construction of dams or other harmful instream activities.

STATE

Sustainable Groundwater Management Act

On September 16, 2014, Governor Edmund G. Brown Jr. signed a three-bill package known as the Sustainable Groundwater Management Act (SGMA). The legislation allows local agencies to customize groundwater sustainability plans to their regional economic and environmental needs. SGMA created a framework for sustainable, local groundwater management for the first time in California history. The three bills that make up SGMA are Assembly Bill (AB) 1739 by Assembly Member Roger Dickinson, Senate Bill (SB) 1319, and SB 1168 by Senator Fran Pavley.

In September 2015, Governor Brown signed SB 13, by Senator Fran Pavley. The bill makes various technical, clarifying changes to SGMA including requirements for groundwater sustainability agency formation, the process for State Water Board intervention if no responsible agency is specified for a basin, guidelines for high- and medium-priority basins, and participation of mutual water companies in a groundwater sustainability agency.

[4] Los Angeles County Public Works. N.d. Los Angeles County Storm Drain System. https://pw.lacounty.gov/fcd/StormDrain/index.cfm (accessed April 3, 2023).

[5] LA County Sanitary Sewer Network - Consolidated Sewer Maintenance District. 2018. E-2390. https://pw.lacounty.gov/smd/smd/ovly/2390o.pdf (accessed April 3, 2023).

[6] City of Diamond Bar. December 4, 2023. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[7] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities; Water.

REGIONAL

Water Quality Control Plan for the Los Angeles Region

The RWQCB has prepared a Water Quality Control Plan for the Los Angeles Region (Basin Plan), which encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). In addition, the Los Angeles region includes all coastal waters within three miles of the continental and island coastlines. As the eastern boundary, formed by the Los Angeles County line, departs somewhat from the hydrologic divide, the Los Angeles and Santa Ana regions share jurisdiction over watersheds along their common border. The first essentially complete Basin Plan, which was established under the requirements of California's 1969 Porter-Cologne Water Quality Control Act (Section 13000 [Water Quality] et seq. of the California Water Code), was adopted in 1975 and revised in 1984. The latest version was adopted in 1994.

The Basin Plan assigned beneficial uses to surface and groundwater such as municipal water supply and water-contact recreation to all waters in the basin. It also set water quality objectives, subject to approval by the EPA, intended to protect designated beneficial uses. These objectives apply to specific parameters (numeric objectives) and general characteristics of the water body (narrative objectives). An example of a narrative objective is the requirement that all waters must remain free of toxic substances in concentrations producing detrimental effects upon aquatic organisms. Numeric objectives specify concentrations of pollutants that are not to be exceeded in ambient waters of the basin.

The Los Angeles RWQCB is involved in the regulation of a number of activities that are relevant to the consideration of the refined project:

- Prepares, monitors compliance with, and enforces Waste Discharge Requirements, including NPDES permits
- Implements and enforces local stormwater control efforts
- Enforces water quality laws, regulations, and waste discharge requirements
- General Construction Activity Stormwater Discharges

Stormwater discharges that are composed entirely of runoff from qualifying construction activities may require regulation under the General Construction Activity Storm Water Permit issued by the SWRCB. Construction activities that qualify include clearing, grading, excavation, reconstruction, and dredge-and-fill activities that result in the disturbance of at least 1 acre and less than 5 acres of total land area. Qualifying projects require the consideration of a Standard Urban Stormwater Management Plan (SUSMP) as part of compliance with the NPDES General Construction Activity Storm Water Permit to reduce water quality impacts to the maximum extent practicable. A SUSMP is a report that includes one or more site maps, an identification of construction activities that could cause pollutants to enter the stormwater, and a description of measures or best management practices (BMPs) to control these pollutants to the maximum extent practicable.

LOCAL

Diamond Bar General Plan 2040

The City of Diamond Bar updated and adopted the General Plan 2040 on December 19, 2019. An additional housing element was adopted on November 2, 2021. The plan sets forth a vision

and guiding principles for Land Use and Economic Development, Community character and placemaking, resource conservation facilities and services, safety, and community health and sustainability. The plan includes policies and goals within each category to support development of the Planning Area.

Chapter 5 Resource Conservation

The conservation element is required to provide guidance for the conservation, development, and utilization of natural resources, including water quality and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and others as applicable to each jurisdiction. The open space element ensures that cities and counties recognize that open space land is a limited and valuable resource and prepare and carry out open space plans that guide the comprehensive long-range preservation and conservation of open space land. The Resource Conservation Chapter of the General Plan 2040 is a combination of the required elements, as several of the issues addressed under each topic are closely related. Relevant resources in Diamond Bar discussed in the Resource Conservation chapter include open space, biological resources, water resources, air quality, and cultural resources.

Water Resources

GOALS

- RC-G-7 Protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands—and watersheds in Diamond Bar from pollution and degradation as a result of urban activities.

- RC-G-8 Protect natural groundwater recharge areas and regional spreading grounds. RC-G-9 Conserve natural open spaces, biological resources, and vegetation to promote groundwater recharge.

- RC-G-10 Minimize the consumption and waste of potable water through water conservation and use of reclaimed water.

- RC-G-11 Work with regional organizations and other jurisdictions to manage groundwater resources of the San Gabriel Valley Basin.

- RC-G-12 Pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water recovery.

POLICIES

Water Conservation

- RC-P-16 As opportunities arise, coordinate with local water agencies to encourage and expand the use of reclaimed water, stored rainwater, or household gray water for irrigation and other appropriate uses and consider construction of dual water systems, where feasible, for development

- RC-P-17 Continually evaluate and upgrade the efficiency of City irrigation systems, prioritizing the use of reclaimed water.

- RC-P-18 Ensure new development reduces the waste of potable water through the use of native and drought-tolerant plants, efficient landscape design and application, and reclaimed water systems where available.

- RC-P-19 Encourage the implementation of the latest water conservation technologies into new developments.

- RC-P-20 Ensure developers provide information to prospective buyers or tenants within the City of Diamond Bar regarding drought-tolerant planting concepts.

- RC-P-21 Continue to partner with other local agencies to manage surface and groundwater resources through the implementation of the Walnut Valley Urban Water Management Plan and regional watershed and groundwater planning efforts.

Water Quality

- RC-P-22 Protect and, where feasible, enhance or restore the City's waterways and drainages, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.

- RC-P-23 Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated predevelopment rate and that dry weather runoff from new development not exceed the pre-development baseline flow rate to receiving water bodies.

City of Diamond Bar Storm Water Management and Discharge Control Ordinance

The purpose of this ordinance is to ensure the future health, safety, and general welfare of the citizens of the City and the water quality of the receiving waters of the County of Los Angeles and surrounding coastal areas by reducing pollutants in stormwater discharges to the maximum extent practicable, regulating illicit connections and illicit discharges and thereby reducing the level of contamination of stormwater and urban runoff into the MS4, and regulating non-stormwater discharges to the MS4. Additionally, it sets forth requirements for the construction and operation of certain "commercial development," "new development" and "redevelopment," and other projects which are intended to ensure compliance with the storm water mitigation measures prescribed in the current version of the Standard Urban Storm Water Mitigation Plan (SUSMP) approved by the Regional Water Quality Control Board-Los Angeles Region, and which is on file in the office of the Diamond Bar City Clerk. Development projects subject to permittee conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution, prior to completion of the project(s), are:

(1) All development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.

(2) Industrial parks 10,000 square feet or more of surface area.

(3) Commercial malls 10,000 square feet or more of surface area.

(4) Retail gasoline outlets with 5,000 square feet or more of surface area.

(5) Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of surface area.

(6) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.

(7) Streets and roads construction of 10,000 square feet or more of impervious surface area. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.

(8) Automotive service facilities (Standard Industrial Classification (SIC) of 5013, 5014, 5511, 5541, 7532—7534 and 7536—7539) 5,000 square feet or more of surface area.

(9) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:
   a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and
   b. Create 2,500 square feet or more of impervious surface area

(10) Single-family hillside homes.

(11) Redevelopment projects.
   a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.
   b. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated.
   c. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.
   d. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area arid maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.
   e. Existing single-family dwelling and accessory structures are exempt from the Redevelopment requirements unless such projects create, add, or replace 10,000 square feet of impervious surface area.

The LID ordinance expands the existing SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The ordinance requires construction activities and facility operations of development and redevelopment projects to comply with the requirements of the SUSMP, and integral LID practices and standards for stormwater pollution

mitigation, and maximize open, green, and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the Diamond Bar General Plan. LID shall be inclusive of SUSMP requirements.

Projects shall prepare a LID plan to comply with the following:

a. Retain stormwater runoff onsite for the stormwater quality design volume (SWQDv) defined as the runoff from:
    i. The 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map; or
    ii. The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.

b. Minimize hydromodification impacts to natural drainage systems as defined in Order No. R4-2012-0175.

c. To demonstrate technical infeasibility, the project applicant must demonstrate that the project cannot reliably retain 100 percent of the SWQDv on-site, even with the maximum application of green roofs and rainwater harvest and use, and that compliance with the applicable post- construction requirements would be technically infeasible by submitting a site-specific hydrologic and/or design analysis conducted and endorsed by a registered professional engineer, geologist, architect, and/or landscape architect. Technical infeasibility may result from conditions including the following:
    i. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.
    ii. Locations where seasonal high groundwater is within five to ten feet of surface grade;
    iii. Locations within 100 feet of a groundwater well used for drinking water;
    iv. Brownfield development sites or other locations where pollutant mobilization is a documented concern;
    v. Locations with potential geotechnical hazards;
    vi. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.

d. If partial or complete onsite retention is technically infeasible, the project Site may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in Order No. R4-2012-0175.
    i. Additional alternative compliance options such as offsite infiltration and groundwater replenishment projects may be available to the project site. The project site should contact the city to determine eligibility.

e. The remaining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per Order No. R4-2012-0175. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:

i. 0.2 inches per hour, or
ii. The one-year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.

(f) All new and existing development and redevelopment projects which are required to include structural and treatment BMPs shall be properly maintained and operated to achieve the purpose for which the BMP was designed. Records shall be kept documenting that the BMP is being operated and maintained to achieve the purpose for which it was designed.

Impacts

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to hydrology and water quality. For the purposes of this EIR, a significant adverse impact would occur if implementation of the refined project would:

a) Violate any water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basins.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river 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 planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or
    iv) Impede or redirect flood flows.
d) Risk release of pollutants in flood hazard, tsunami, or seiche zones due to project inundation.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
f) Conflict with or obstruct a state or local plan for hydrology and water quality management.

The Initial Study for this Draft SIR (Appendix B) determined that questions (a), (c), (d), (e), and (f) would not result in a significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address question (b). Therefore, question (b) is addressed herein.

Any impacts from construction activities would be minimal and prevented by implementation of site specific SWPPP for each individual project completed as a result of the updated Specific Plan. The impacts to water quality and hydrology with the refined project are anticipated to be net positive due to the increase in permeable areas and reduction of impermeable parking lots. The refined project would design onsite drainage in compliance with local and state guidelines.

METHODOLOGY AND ASSUMPTIONS

Hydrology impacts in the General Plan 2040 were addressed in the Certified General Plan EIR prior to the inclusion of the refined project. Thus, the analysis in the section was undertaken to determine the impacts to hydrology and water quality that were previously unaddressed in the Certified General Plan EIR and were not scoped out in the Initial Study. As such, this SIR addresses potential impacts related to groundwater supply and recharge during construction and operation of the refined project.

Impacts are determined by review of the Town Center Specific Plan (Appendix G to the SIR) and how it applies laws, regulations, plans, and policies at state, local, and federal levels. In addition, the Specific Plan was reviewed to assess how the potential future buildout of the refined project could affect groundwater supplies and recharge.

IMPACTS

Impact 3.4.1 Implementation of the refined project would not 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)*

The refined project is anticipated to result in less than significant impacts to hydrology and water quality in relation to substantial decrease in groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The Planning Area currently receives its potable water supply from the WVWD,[8] which imports all of its potable water from the Metropolitan Water District of Southern California (MWD). MWD obtains surface water from the Colorado River and Northern California via the Colorado River Aqueduct and California Aqueduct, respectively. The City of Diamond Bar and its water supplier, WVWD, import all potable water due to limited availability locally as well as non-potability of local groundwater due to high levels of total dissolved solids and nitrates. However, WVWD has recently developed four potable groundwater projects (La Habra Heights County Water District Pipeline Project, California Domestic Water Company Project, or the Pomona Basin Regional Groundwater Project).

The refined project would include development of 705 additional residential units, 103 additional hotel rooms, and a decrease of 64,000 square feet (sf) of commercial space that were not evaluated within the Certified General Plan EIR or the addendum prepared for the 2021-2029 Housing Element. Furthermore, the refined project may consider utilizing potable water resources from the four recently developed groundwater projects.

In addition, the refined project would include up to 40,000 sf of open, permeable space which had previously been impervious paved parking lots and existing development. The refined project is also anticipated to include Low Impact Development as outlined in DBCC Section 8.13.1630, which promotes surface water infiltration. As a result, the refined project would create a slight increase in local surface water infiltration and subsequent groundwater recharge by increasing the permeable surface area.

[8] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

With respect to non-potable groundwater resources, WVWD currently operates six groundwater production facilities that supply the recycled water system, which are used for irrigation and grey water systems. These production facilities are anticipated to supply water used for landscaping within the Planning Area. The development anticipated by the refined project would be consistent with the following policies from Chapter 5.0: Resource Conservation, Water Resources, of the Diamond Bar General Plan 2040:

- RC-P-16: "As opportunities arise, coordinate with local water agencies to encourage and expand the use of reclaimed water, stored rainwater, or household gray water for irrigation and other appropriate uses and consider construction of dual water systems, where feasible, for development."

- RC-P-17: "Continually evaluate and upgrade the efficiency of City irrigation systems, prioritizing the use of reclaimed water."

- RC-P-18: "Ensure new development reduces the waste of potable water through the use of native and drought-tolerant plants, efficient landscape design and application, and reclaimed water systems where available."

- RC-P-19: "Encourage the implementation of the latest water conservation technologies into new developments."

- RC-P-21: "Continue to partner with other local agencies to manage surface and groundwater resources through the implementation of the Walnut Valley Urban Water Management Plan and regional watershed and groundwater planning efforts."

Each of these policies outlines specific requirements for conservation of recycled and non-potable groundwater supplies. Furthermore, Section 3.5.5 of the Specific Plan states the following:

> *All projects in the Specific Plan area must retain the precipitation volume from the 85th percentile precipitation event through on-site infiltration, evapotranspiration, and reuse, and comply with all Diamond Bar LID regulations. Strategies should be implemented to reduce precipitation runoff volumes, peak flows, and pollutant discharges, and to increase evapotranspiration, filtration, and infiltration. Where feasible, all projects should attempt to satisfy their stormwater requirements through green infrastructure instead of gray infrastructure.*

In summary, the following components of the refined project would affect groundwater supplies and groundwater recharge:

- An increase in housing units and hotel rooms
- A decrease in commercial space
- An increase in open space
- Compliance with LID design features discussed in the Specific Plan

Considering all of these components of the refined project in combination with regulatory compliance, the refined project would have a less than significant impact on groundwater supplies and groundwater recharge.

As a result of supplemental analysis of impact on hydrology and water quality undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts on hydrology and water quality in relation to other emissions adversely affecting a substantial number of people than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.5 Noise

This section assesses if the refined project may have a new impact to noise or a substantial increase in the severity of previously identified significant effects compared to those identified and analyzed in the Noise section of the Certified General Plan EIR for the General Plan 2040, as amended. Noise measurements were conducted in March 2023 in support of this evaluation of potential noise impacts (see Appendix B, *Initial Study*, Appendix B-A, *Noise Measurement Data*).

The Certified General Plan EIR found that impacts to noise and vibration would be less than significant, and no mitigation was required.

This analysis of noise provides a description of the existing environmental setting of the Planning Area; the applicable regulatory framework; calculated and modeled noise estimates from construction and operation of the refined project; anticipated direct and indirect impacts; and mitigation measures, as applicable. For this evaluation, the following guidance was reviewed to evaluate potential impacts: the General Plan 2040; the City of Diamond Bar Citywide Design Guidelines (June 1998); the Diamond Bar Boulevard Complete Streets Plan; Diamond Bar Climate Action Plan 2040 (December 17, 2019); and the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), also referred to as Connect SoCal (September 3, 2020).

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the refined project to result in new or substantially more adverse impacts on noise than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity or previously identified environmental effects on noise in relation to exposing people residing or working in the project area to excessive noise levels (for projects 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). The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in less than significant impacts on noise in relation to the generation of noise levels in excess of local noise standards and the generation of excessive groundborne vibration. As a result of the initial study assessment, it was determined that supplemental analysis would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on noise than those evaluated for the Certified General Plan EIR, in relation to generation of noise levels in excess of local standards and generation of excessive groundborne vibration, requiring the consideration of revised finding of significance or the consideration of new mitigation measures.

Noise Sources

Existing noise sources within the Planning Area include typical urban noise levels from vehicle traffic along roadways, industrial and commercial processes, and residential noises from the hotel/motel and nearby residences. Two freeways, State Route 57 (SR 57) and SR 60, provide high-capacity inter-regional access to the Study Area. SR 57 runs north and south between Santa Ana and San Dimas, providing regional access between Orange County and the foothill

communities. SR 60 runs east and west between Los Angeles and Beaumont, providing a major east-west corridor for commuters and freight. The two freeways combine along an approximately 2.0-mile section known as the 57 / 60 Confluence Area. The northeastern terminus of the 57 / 60 Confluence Area occurs adjacent to the Planning Area, while the southwestern terminus is located approximately 2.0 miles to the southwest.

The refined project is centered around Diamond Bar Boulevard, a six-lane thoroughfare with on street striped bike lanes, left-turn lanes, and a landscaped median that bisects the refined project. Golden Springs Drive forms the southern border of the refined project, State Route 60 (SR 60) forms the northern border, and residential uses are located to the east and west borders. The predominant noise source includes vehicular traffic emanating from SR 60. Traffic noise also comes from daily trip generation on the streets within the Planning Area, which is estimated at 19,223 daily trips with current zoning (see Appendix F, *Transportation Study*).

Noise Sensitive Receptors

Within the Planning Area, noise sensitive receptors include single-family and multi-family residential housing, schools, parks, churches, recreational area, and medical centers (see Figure 3.2-1, *Sensitive Receptors Map*). Residential uses include a neighborhood of single-family homes east of the refined project and a condominium community on the west side.

Noise-sensitive land uses in the immediate vicinity of the Planning Area include:

- Fall Creek Private Community, a gated condominium complex immediately west of the refined project along Prospectors Road, consisting of approximately 144 residential units.
- Condominium buildings east of Torito Lane along the north side of Golden Springs Drive; one 34-unit complex with access provided from Torito Lane; and the Village at Diamond Bar, a complex of approximately 150 units.
- Lorbeer Middle School, part of the Pomona Unified School District, located on the southwest corner of Diamond Bar Boulevard & Golden Springs Drive.
- Mt. Calvary Lutheran Church and School, located on the south side of Golden Springs Drive west of Lorbeer Middle School, with access provided from Golden Springs Drive, west of Prospectors Road.
- Single-family residential homes adjacent to the Planning Area, including immediately east of the refined project, to the southwest across Prospectors Road (accessed from Golden Springs Drive), and southeast (accessed from Golden Springs Drive).

Within the City, vehicular traffic is the predominant noise source, mainly from SR-57 and SR-60. Arterial streets within the Planning Area and vicinity include Brea Canyon Road, Chino Hills Parkway, Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, Lemon Avenue, Pathfinder Road, and a short segment of Chino Avenue. Generally, the level of vehicular traffic noise varies depending on several factors, such as traffic volume, location, time, vehicle mix, traffic speed, and distance from the roadway. Noise measurements of a 15-minute duration were taken at 15 locations provided in Table 3.5-1, *Ambient Noise Levels* (see Figure 3.5-1, *Noise Measurement Locations*). Based on noise measurements conducted, average hourly ambient noise levels generally range from 57.1 dBA to 73.5 dBA along the boundaries of the Planning Area (Table 3.5-1).

TABLE 3.5-1
AMBIENT NOISE LEVELS

Measurement Location	Start Time	Date	Average L_{eq} (dBA)	Maximum L_{eq} (dBA)	Minimum L_{eq} (dBA)
A1: Diamond Bar Boulevard and Golden Springs Drive intersection	1:25 p.m.	March 16, 2023	71.0	94.5	56.5
A2: Golden Springs Drive	1:45 p.m.	March 16, 2023	70.3	85.1	56.5
A3: Golden Springs Drive and Prospectors Road intersection	2:08 p.m.	March 16, 2023	70.6	83.3	60.4
A4: South Prospectors Road and Fall Creek intersection	2:27 p.m.	March 16, 2023	66.1	85.5	56.2
A5: North Prospectors Road and Fall Creek	2:50 p.m.	March 16, 2023	70.2	80.2	65.1
A6: Fall Creek North corner	3:14 p.m.	March 16, 2023	65.3	79.8	61.8
A7: Fall Creek South corner	3:33 p.m.	March 16, 2023	57.2	74.1	54.8
A8: West of the Town Center Specific Plan (TCSP)	3:54 p.m.	March 16, 2023	72.2	77.2	69.1
A9: Palomino Drive and Gentle Springs Lane intersection	4:13 p.m.	March 16, 2023	73.5	85.6	69.5
A10: Palomino Drive and Gentle Springs Lane intersection	1:45 p.m.	March 17, 2023	66.5	75.7	61.6
A11: Palomino Drive, adjacent to Diamond Bar Montessori Academy	1:48 p.m.	March 17, 2023	62.2	75.4	55.1
A12: Golden Springs Drive	3:10 p.m.	March 17, 2023	68.6	80.9	52.3
A13: Golden Springs Drive, south of A12	3:12 p.m.	March 17, 2023	69.8	84.9	52.8
A14: Torito Lane	3:32 p.m.	March 17, 2023	61.6	71.7	58.8
A15: Northwest of TCSP	3:49 p.m.	March 17, 2023	57.1	73.6	55.4
Source: Noise measurement data are provided in Appendix B-A; locations are provided in Figure 3.5-1.					



FIGURE 3.5-1

Noise Measurement Locations

Public Transit Facilities

The California Department of Transportation (Caltrans) Park & Ride Lot on Diamond Bar Boulevard immediately north of SR 60; and the Metrolink operates the Riverside Line train between Los Angeles Union Station and downtown Riverside, with a stop on Brea Canyon Road, approximately 3.3 miles away from the Golden Springs Drive and Brea Canyon Road intersection. The following Foothill Transit bus lines (Line 286; Line 482; and Line 853) provide regional transportation, travelling through the Planning Area with frequent stops:

- Line 286 provides regional transportation between Pomona, Diamond Bar, and Brea, travelling once per hour in each direction during the weekdays and weekends. This Line travels on Diamond Bar Boulevard through the Planning Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, Golden Springs Drive, and several other stops further south, including at Grand Avenue.

- Line 482 provides subregional transportation between Pomona, Diamond Bar, and Rowland Heights; travelling each direction approximately every 30 minutes on weekdays and weekends, with periods of increased 20-minute frequency during peak times. This Line travels on Diamond Bar Boulevard and Golden Springs Drive through the Study Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, the existing Planning Area driveway on Diamond Bar Boulevard, Golden Springs Drive, Prospectors Road, and several other stops further south, including the Diamond Bar Civic Center.

- Line 853 provides subregional transportation between Diamond Bar, Chino Hills, and Phillips Ranch; travelling three times per day in each direction (including northbound twice in the morning and once in the afternoon and southbound once in the morning and twice in the afternoon). This Line travels on Golden Springs Drive through the Planning Area, with stops at Diamond Bar Boulevard, Prospectors Road, and several other locations to the south and north; and provides access to the Diamond Bar Civic Center south of Grand Avenue.

Vibration Conditions

Existing ground-borne vibration in the Planning Area is limited to minor traffic-induced vibration from nearby streets, highways, and freeway vehicular traffic. No existing construction projects within or adjacent to the Planning Area were observed during the site visit, and there are no existing oil fields, mining operations, blasting, or other activities resulting in ground-borne vibrations.

The General Plan identifies certain buildings and areas as sensitive receptors for vibration. These include buildings where vibration could disrupt operations, cause damage to structures, places where people sleep, and locations with vibration-sensitive equipment. Existing sensitive receptors for vibration include residential parcels, schools, churches, and recreational use of the Diamond Bar Golf Course.

Regulatory Setting

FEDERAL

The Federal Transit Administration (FTA) guidelines identify the vibration criterion of 0.2 inch per second (in/sec) as the significance threshold for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced-concrete, steel, or timber have vibration damage criteria of 0.50 in/sec pursuant to the FTA guidelines (Table 3.5-2, *FTA Construction Vibration Impact Criteria for Building Damage*).

TABLE 3.5-2
FTA CONSTRUCTION VIBRATION IMPACT CRITERIA FOR BUILDING DAMAGE

Building Category	PPV (inches per second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Note: PPV = peak particle velocity. **Source:** Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment.	

STATE

The State of California has developed a Land Use Compatibility Matrix for community noise environments that further defines the four categories of acceptance and assigns Community Noise Equivalent Level (CNEL) values to them (Table 3.5-3, *Community Noise Exposure by Land Use Category*). Pursuant to the State Land Use Compatibility Standards, noise levels of up to 60 decibels (dB) are acceptable for low density single-family residences, up to 65 dB for multi-family residences, and up to 70 dB for commercial land uses. The State Building Code (Title 24, California Code of Regulations, Part 2) establishes uniform minimum noise insulation performance standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and residential units other than detached single-family residences from the effects of excessive noise, including, but not limited to, hearing loss or impairment and interference with speech and sleep.

Residential structures to be located where the CNEL or Day-Night Average Sound Level (Ldn) is 60 dBA[1] or greater are required to provide sound insulation to limit the interior CNEL to a maximum of 45 dBA. An acoustic, or noise, analysis report prepared by an experienced acoustic engineer is required for the issuance of a building permit for these structures. Land use changes that result in increased noise levels at residences of 60 dBA or greater must be considered in the evaluation of impacts to ambient noise levels. California Governor's Office of Planning and Research's General Plan Guidelines establish corrections for the acceptable community noise levels provided in Table 3.5-3 to account for seasons, outdoor residual noise level, previous exposure and community attitudes, and pure tone or impulse. The guidelines are advisory in nature and local jurisdictions, including the City of Diamond Bar, have the responsibility to set specific noise standards based on local conditions.

[1] A-weighted decibel (dBA) is an expression of the relative loudness of sounds as perceived by the human ear.

TABLE 3.5-3
COMMUNITY NOISE EXPOSURE BY LAND USE CATEGORY

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB						
	Below 55	55–60	60–65	65–70	70–75	75–80	80+
1. Residential – Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable						
		Conditionally Acceptable					
					Normally Unacceptable		
						Clearly Unacceptable	
2. Residential – Multifamily							
3. Transient Lodging – Motels, Hotels							
4. Schools, Libraries, Churches, Hospitals, Nursing Homes							
5. Auditoriums, Concert Halls, Amphitheaters							
6. Sports Arena, Outdoor Spectator Sports							
7. Playgrounds, Neighborhood Parks							
8. Golf Courses, Riding Stables, Water Recreation, Cemeteries							
9. Office Buildings, Business Commercial and Professional							
10. Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: California Governor's Office of Planning and Research. Updated September 1, 2019. General Plan Guidelines: 2017 Update. Appendix D: Noise Element Guidelines. http://opr.ca.gov/docs/OPR_Appendix_D_final.pdf

LOCAL

Diamond Bar General Plan 2040

The Diamond Bar General Plan 2040 identifies noise-sensitive receptors as land uses associated with indoor and outdoor activities that may be subject to stress and significant interference from noise. Sensitive receptors include residential dwellings, transient lodging, dormitories, hospitals, educational facilities, and libraries; Special Status species and their habitat may be considered noise sensitive. Industrial and commercial land uses are generally not considered sensitive to noise.

The General Plan 2040 identifies numerous goals and policies related to promoting, supporting, and enhancing connections to public transit service within the City, many of which are intended for implementation by the City and/or transit agencies rather than by any individual development project, even major specific plan projects. The Public Safety Element identifies policies and noise standards to ensure the compatibility of proposed development exposed to transportation or non-transportation noise sources.[2] While noise standards for construction-related activities are not identified, policies have been included to ensure consistency with applicable noise standards identified in the Diamond Bar City Code.

PS-G-10	Protect public health and welfare by enforcing the City's noise ordinance, and impose mitigation measures on future development and uses to prevent significant degradation of the future acoustic environment.
PS-G-11	The location and design of transportation, industrial uses, and other potential noise generators shall not adversely affect adjacent uses or facilities.
PS-G-12	Support measures to reduce noise emissions by motor vehicles, aircraft, and trains.
PS-P-46	Use the noise and land use compatibility matrix and Project Noise Contours map as criteria to determine the acceptability of a given proposed land use, including the improvement/construction of streets, railroads, freeways, and highways.
PS-P-47	Locate new noise-sensitive uses—including schools, hospitals, places of worship, and homes—away from sources of excessive noise unless proper mitigation measures are in place.
PS-P-48	As feasible, locate land uses to buffer residential uses from potential noise generators and site buildings to serve as noise buffers.
PS-P-49	Maintain interior and exterior noise-related development standards through the Diamond Bar Noise Control Ordinance.
PS-P-50	Require that detailed site-specific noise analysis, include the identification of noise mitigation measures, be prepared for all development proposals located where project noise exposure would be other than normally or conditionally acceptable. With mitigation, development should meet the allowable exterior and interior noise exposure standards established in the Noise Control Ordinance.
PS-P-51	Evaluate the land use compatibility of any proposed development project prior to approval to avoid locating loud developments near noise sensitive receptors. When walls over six feet in height are necessary to mitigate

[2] City of Diamond Bar. 2019. Diamond Bar General Plan 2040, Public Safety Element. http://www.diamondbargp.com/.

noise, a berm/wall combination with heavy landscaping, a terrace wall heavily landscaped, or other similar innovative wall design technique should be used to minimize visual impacts.

Diamond Bar City Code

The development of the refined project is required to comply with Division 3, Noise Control, of the Diamond Bar City Code. Section 8.12.530 establishes the City's exterior noise standards and Section 8.12.540 establishes the City's interior noise standards (Table 3.5-4, *City of Diamond Bar Noise Ordinance Standards*).[3]

TABLE 3.5-4
CITY OF DIAMOND BAR NOISE ORDINANCE STANDARDS

Designated Land Use	Noise Level Limits dBA L_{eq} 1-hour average	Time Period
Exterior Noise Standard		
Noise-sensitive area	45	Anytime
Residential	45	10:00 p.m. – 7:00 a.m.
	50	7:00 a.m. – 10:00 p.m.
Commercial	55	10:00 p.m. – 7:00 a.m.
	60	7:00 a.m. – 10:00 p.m.
Industrial	70	Anytime
Interior Noise Standard		
Multifamily	40	10:00 p.m. – 7:00 a.m.
Residential	45	7:00 a.m. – 10:00 p.m.
Source: Diamond Bar City Code § 8.12.530 and § 8.12.540.		

Section 8.12.720, *Construction Noise*, states that operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that it creates a noise disturbance across a residential or commercial property line, is prohibited. Additionally, it establishes noise standards such that mobile and stationary equipment associated with construction at residential structures are limited to certain hours and noise levels (Table 3.5-5, *City Noise Restrictions for Construction Equipment at Residential Structures*). At business structures, mobile equipment and other construction activities are limited to an exterior noise level of 85 dBA.

[3] City of Diamond Bar. N.d. Municipal Code of Ordinances. Chapter 22.28. Noise Control Ordinance. https://library.municode.com/ca/diamond_bar.

TABLE 3.5-5
CITY NOISE RESTRICTIONS FOR CONSTRUCTION EQUIPMENT AT RESIDENTIAL STRUCTURES

	Single-Family Residential	Multifamily Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	Mobile: 75 dBA Stationary: 60 dBA	Mobile: 80 dBA Stationary: 65 dBA	Mobile: 85 dBA Stationary: 70 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	Mobile: 60 dBA Stationary: 50 dBA	Mobile: 64 dBA Stationary: 55 dBA	Mobile: 70 dBA Stationary: 60 dBA
Source: Diamond Bar City Code § 8.12.720.			

Section 8.12.720, *Construction Noise*, of the Diamond Bar City Code states that operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of one to 100 Hertz.

Section 8.12.840, *Vibration,* of the Diamond Bar City Code states that operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of one to 100 Hertz.

Impact Analysis

SIGNIFICANCE CRITERIA

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to noise. Would the project:

a) 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?
b) Generate excessive groundborne vibration or groundborne noise levels?
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, and expose people residing or working in the project area to excessive noise levels?

The Initial Study for this Draft SIR (Appendix B) determined that question (c) would not result in a significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address questions (a) and (b). Therefore, questions (a) and (b) are addressed herein.

METHODOLOGY AND ASSUMPTIONS

The refined project would result in a significant impact on noise levels from construction if the project would result in a substantial increase in noise levels exceeding the City's applicable noise

standards. The State CEQA Guidelines do not define the levels at which a "substantial increase" in noise levels would occur. For purposes of this analysis, construction noise would result in a "substantial increase" if it were to exceed the noise standards established in the City Code. Operational noise (i.e., traffic and stationary noise), would result in a "substantial increase" if the noise levels of existing conditions were to increase by 5 dB, or greater. A 3 dB change is generally the point at which the human ear will perceive a difference in noise level, and a 5 dB change is generally defined as the level required before any noticeable change in community response or increases in annoyance would occur. Traffic noise was evaluated by comparing the traffic-noise generation estimates in the Certified General Plan EIR to the traffic generation estimates in the Transportation Study for the refined project (Appendix E of the SIR).

As previously discussed, Section 8.12.840, Vibration, of the Diamond Bar City Code sets forth thresholds for vibration perception levels. Specifically, Section 8.12.840 states that operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited.

In addition, various agencies, such as the California Department of Transportation (Caltrans), have developed recommended criteria for the evaluation of ground-borne vibration levels with regard to potential human annoyance and building structural damage. The Caltrans-recommended criteria for the evaluation of ground-borne vibration events are presented in terms of peak particle velocity (ppv) in in/sec. The Caltrans-recommended threshold at which there may be a risk with regard to architectural damage is based on a peak-particle velocity (ppv) of 0.5 in/sec, excluding fragile or historic structures. For the protection of fragile and historic structures, Caltrans recommends a threshold of 0.2 in/sec ppv. This same threshold would represent the level at which vibrations would be potentially annoying to people in buildings.

Existing regulatory limitations on construction that have the potential to reduce noise and vibration generation were taken into account in the analysis of potential impacts.

IMPACTS

Impact 3.5.1 Implementation of the refined project would not 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*. (Less than Significant)*

The refined project would result in less than significant impacts in relation to generation of noise levels in excess of established standards; therefore, the refined project would not result in new significant impacts, and mitigation is not required.

Construction

Noise impacts from construction of the refined project would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include ground clearing, site grading, and building construction. Each phase of construction would involve the use of various types of construction equipment and, therefore, would have its own distinct noise characteristics. Noise from

construction equipment generates both steady-state and episodic noise that could be potentially heard within and adjacent to the Planning Area.

Typical equipment that would be used during construction of the refined project could potentially generate maximum noise levels ranging from 73 dBA to 90 dBA at the Federal Highway Administration's reference distance of 50 feet from the noise source (Table 3.5-6, *Noise Levels for Typical Construction Equipment*). These maximum noise levels would occur when equipment is operating under full power conditions (i.e., with the equipment engine at maximum speed).

TABLE 3.5-6
NOISE LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Estimated Usage Factor* (%)	Typical Noise Level at 50 feet from Source (dBA)
Air Compressors	5	80
Cement and mortar mixer	50	80
Concrete saw	20	90
Crane	16	81
Dozer	20	82
Forklift	10	75
Grader	40	85
Dump / haul truck (light)	40	76
Excavator	40	81
Roller	20	80
Rubber tired loader	40	79
Tractor / loader / backhoe	40	80
Welders	10	73

Note: * Usage factor represents the percentage of time the equipment would be operating at full speed.
Source: U.S Environmental Protection Agency. October 1974. Background Document for Interstate Motor Carrier Noise Emission Regulations. Federal Highway Administration. January 2006. FHWA Roadway Construction Noise Model User's Guide. Prepared by U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center Acoustics Facility.

Construction noise levels would result in potential impacts if the refined project were to result in construction equipment noise levels that would exceed the noise level thresholds established in the City Code and the General Plan 2040. To implement a mixed-use development Town Center with 2,055 housing units (705-unit increase), 200 hotel rooms (103-room increase), 446,000 square feet of retail and commercial space (64,000-square-foot decrease), and approximately one acre of open space, construction activities would utilize heavy construction equipment temporarily in varying locations, reducing the intensity of noise impacts within the Planning Area. The refined project would be implemented over an extended duration (16 years assumed for this analysis), and construction noise levels at different locations within the Planning Area would be temporary in nature. The construction phases for projects implementing the refined project would include demolition, site preparation, excavation, grading, building construction, and paving. Construction would require the use of heavy equipment during demolition, grading, excavation, and other yet to be specified construction activities within the Planning Area. The construction equipment mix would include (but not be limited to) heavy-duty equipment, vendor supply trucks, and concrete trucks for the construction of the buildings and foundations. Landscaping and architectural coating would occur during the finishing activities. Earthmoving cut and fill of soil would be balanced on-site as feasible to minimize soil import or export by haul trucks.

The Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment during typical construction phases (see Table 3.5-7, *Typical Outdoor Construction Noise Levels*, for a reference distance of 50 feet). These noise levels would attenuate with distance from the construction site at a rate of approximately 6.0 dB per doubling of distance.

TABLE 3.5-7
TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA L_{eq})	
	50 Feet	50 Feet with Mufflers
Ground clearing	84	82
Excavation, grading	89	86
Foundations	78	77
Structural, paving	85	83
Finishing	89	86
Source: U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operation, Building Equipment and Home Appliances. PB 206717.		

The exact locations of future projects and construction that would be implemented under the refined project are not known at this time, though it is assumed that some of the activities would take place in close proximity to sensitive receptors, given that the Planning Area includes a wide range of land uses. Within the Planning Area, there is potential for the use of construction equipment within 5 feet of the sensitive receptors. The severity of construction-related noise impacts depends on the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of equipment used, and the duration of the activity. While the details of these factors are not available for future projects, it is assumed that individual projects under the refined project would be implemented in compliance with City standards, which were found by the Certified General Plan EIR to reduce impacts to below a level of significance.

The refined project would result in more development than that which was evaluated in the Certified General Plan EIR; however, all future development would still be required to comply with the restrictions of the City Code. If a project requests to deviate, the project proponent would need to obtain permission from the City, including conditions and standards to minimize noise impacts. Future developments under the refined project would be required to comply with the City Code, Section 8.12.720, Construction Noise. As such, future developments would be required to limit construction hours for exterior construction and hauling activities to the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. These developments would be required to be constructed such that the noise levels at the affected residential and commercial properties would not exceed the maximum noise level limits for mobile and stationary construction equipment.

Therefore, assuming all future development under the refined project complies with the City noise regulations, temporary increases in noise levels from construction would be less than significant in relation to generation of noise levels in excess of established standards. Therefore, the refined project would not result in new significant construction impacts greater than what was determined in the Certified General Plan EIR, and mitigation is not required.

Operation

The refined project would result in changes to operational uses within the Planning Area due to changes in land uses and traffic. Although it is assumed that some residents of the refined project would include existing residents and the General Plan accounted for some growth within the Planning Area, the refined project is anticipated to result in a net increase of up to 2,115 people[4] in the Planning Area. An increase in vehicular traffic would result from the increase in residents through the development in the Planning Area. However, the increase in single-occupancy vehicle trips would be minimized through implementation of the refined project, as it is anticipated to introduce more public transit to the Planning Area and would include a road diet.

As stated in Section 3.8, *Transportation*, through the development of a high-density, mixed-use district with residential and commercial uses, the design of the refined project would improve accessibility and connections to public transit services by locating high-density housing adjacent to Diamond Bar Boulevard to provide a walkable district, encouraging pedestrian access and bicycle parking without closing off any existing connections between the southwestern and western portion of the Planning Area. There are three existing bus lines with stops adjacent to the refined project. As development occurs and demand for public transit increases through the buildout, the refined project is expected to drive an increase in transit routes and frequency of public transit services to the area.

Further, implementation of existing General Plan policies would reduce single-occupancy vehicle traffic within the Planning Area (please see Section 3.8 for a full list of relevant transit policies that would reduce traffic):

- Goal CR-G-3: Strive to achieve a finer grained network of streets and pedestrian/bicycle connections as development occurs, especially in focus areas such as the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use Areas.

- Policy CR-P-3: Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling and transit by improving the safety and accessibility of those models.

- Policy CC-P-44: As the Town Center redevelops, enhance pedestrian connectivity throughout the district through the incorporation of a new "Main Street" within the western portion of the focus area that is off of or set back from Diamond Bar Boulevard.

- Policy CR-P-37: Ensure that secure and convenient bicycle parking is available at major destinations such as the Town Center, commercial centers, transit stops, schools, parks, multi-family housing, and large employers.

- Policy CR-P-38: If warranted by demand, study the feasibility of implementing a bike share program to connect neighborhoods and major destinations, such as the Transit-Oriented,

[4] Based on an average of 3 people per residence. 705 new units x 3 persons = 2,115 persons. U.S. Census. November 2024. Diamond Bar. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/HSD310222#HSD310222

Neighborhood, Town Center, and Community Core Overlay mixed-use areas; local schools and colleges; parks; and commercial centers.

Additionally, the Transportation Study (Appendix E) estimated the change in traffic resulting from the reduction of travel lanes on Diamond Bar Boulevard as part of the Road Diet. This lane reduction was found to result in an approximately 15 percent reduction in through traffic in each direction on Diamond Bar Boulevard adjacent to the Planning Area. Through the implementation of the road diet, the General Plan, and the refined project, the increase in single-occupancy vehicle trips anticipated as a result of population growth would be minimized within the Planning Area.

Furthermore, while the refined project would result in a traffic increase compared to the traffic analyzed in the Certified General Plan EIR, the overall increase in vehicle trips per day is not anticipated to increase in a manner that would result in a perceivable change in traffic noise. A 3 dB change is generally the point at which the human ear will perceive a difference in noise level. Due to the nature of the decibel scale, a doubling of traffic would result in a 3-dB increase in noise levels. Traffic would need to increase at least three times to result in a readily perceived (5 dB) increase in noise. The refined project would not result in a doubling of traffic from the existing conditions (Appendix E); the refined project would increase traffic by approximately 3,259 daily trips, compared to 19,223 daily trips in the Planning Area with current zoning. In comparison to the existing condition of 19,223 daily trips, the increase in traffic noise would not be substantial.

The Certified General Plan EIR used the Federal Highway Administration Highway Traffic Noise Model to evaluate future traffic-related noise conditions in the City as a result of buildout of the General Plan. The model calculated noise levels at specific locations based on traffic conditions. Table 3.10-13 of the Certified General Plan EIR provides the existing and future buildout noise levels, and it determined that they would not be discernably different when existing noise levels are compared to future noise levels. Of the locations modelled, two were located in the Planning Area (Table 3.5-8, *Certified General Plan EIR Traffic Noise Level Modelling*).

TABLE 3.5-8
CERTIFIED GENERAL PLAN EIR TRAFFIC NOISE LEVEL MODELLING

Roadway Segment	Existing Noise Level	Future with General Plan Noise Level	Change
Diamond Bar Blvd. from SR-60 to Golden Springs Dr.	70.6 dBA	71.5 dBA	+ 0.9 dBA
Golden Springs Dr. from Racquet Club Dr. to Diamond Bar Blvd.	71.5 dBA	72.2 dBA	+ 0.7 dBA
Source: Certified General Plan EIR.			

As shown in Table 3.5-8, traffic noise was determined to experience a maximum increase of approximately 0.9 dBA in the Planning Area under buildout of the General Plan. Given that the proposed changes under the refined project are smaller than the scope of what was evaluated in the Certified General Plan EIR, it follows that the refined project would result in a smaller increase in traffic noise than 0.9 dBA. Therefore, impacts from traffic noise would be less than significant in relation to generation of noise levels in excess of established standards.

With regard to stationary noise sources, the refined project would involve the implementation of stationary noise sources associated with rooftop heating, ventilation, and air conditioning units. Future developments would comply with the City's and County's noise ordinances and municipal codes, as well as General Plan policies aimed at reducing noise levels from adjacent properties

(PS-G-10, PS-G-11, PS-G-12, PS-P-46, PS-P-47, PS-P-48, PS-P-49, PS-P-50, PS-P-51, PS-P-52, PS-P-53). Compliance with these noise regulations would ensure stationary noise source impacts would be less than significant. Therefore, impacts from stationary noise would be less than significant in relation to generation of noise levels in excess of established standards.

The refined project would not result in new significant operational impacts greater than what was determined in the Certified General Plan EIR, and mitigation is not required.

As a result of supplemental analysis of generation of noise levels in excess of local standards undertaken in this SIR, the land use refinements proposed in the Specific Plan would not result in new or substantially more adverse impacts on noise than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

Impact 3.5.2 Implementation of the refined project would not result in generation of excessive ground-borne vibration or ground-borne noise levels. *(Less than Significant)*

The refined project would result in less than significant impacts in relation to generation of noise levels in excess of established standards; therefore, the refined project would not result in new significant impacts, and mitigation would not be required.

Construction

Future development under the refined project would generate ground-borne noise and vibration at construction sites and near sensitive receptors (please see Environmental Setting). Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment used. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to varying degrees of damage at the highest levels.

The refined project would generate ground-borne construction vibration during construction activities, where heavy construction equipment, such as haul trucks, would be used. Construction of the refined project is not anticipated to require blasting, drilling, or other activities that would result in excessive ground-borne vibrations. No fragile or historic structures are located in the Planning Area vicinity that would be adversely affected by onsite construction activities.

The FTA has published standard vibration velocities for various construction equipment operations. The FTA has established typical vibration levels (in terms of in/sec PPV) at a reference distance of 25 feet, 50 feet, and 100 feet for construction equipment used during construction activities (Table 3.5-9, *Vibration Source Levels for Construction Equipment*).

TABLE 3.5-9
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (inches per second)	PPV at 50 feet (inches per second)	PPV at 100 feet (inches per second)
Large bulldozer	0.089	0.031	0.011
Caisson drilling	0.089	0.031	0.011
Loaded trucks (haul truck)	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small bulldozer	0.003	0.001	0.000
Note: PPV = peak particle velocity. **Source:** Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment.			

Large bulldozers and loaded trucks are the equipment anticipated to be used within the Planning Area that would generate the highest ground-borne vibration levels. Based on the FTA Transit Noise and Vibration Impact Assessment, large bulldozers and loaded trucks would generate 0.089 in/sec PPV and 0.076 in/sec PPV, respectively, at a reference distance of 25 feet. The vibration analysis for the Certified General Plan EIR calculation the minimum distance that large bulldozers and loaded trucks could operate at for Class I through IV structures without causing significant damage (Table 3.5-10, *Certified General Plan EIR Distances within Vibration Damage Criteria*). The Certified General Plan EIR found that construction activities would be required to not operate within the distance for each structure type shown in Table 3.5-10 to avoid exceeding the vibration structural damage criteria. For that reason, the Certified General Plan EIR found that impacts would be less than significant.

TABLE 3.5-10
CERTIFIED GENERAL PLAN EIR DISTANCES WITHIN VIBRATION DAMAGE CRITERIA

Construction Equipment Type	Class I: Reinforced concrete, steel, or timber	Class II: Engineered concrete and masonry	Class III: Non-engineered timber and masonry buildings	Class IV: Buildings extremely susceptible to vibration
Threshold	***0.5 in/sec PPV***	***0.3 in/sec PPV***	***0.2 in/sec PPV***	***0.12 in/sec PPV***
Large bulldozer	8 feet	12 feet	15 feet	21 feet
Loaded trucks	7 feet	10 feet	14 feet	19 feet

These construction distance requirements would still apply to all future development under the refined project. This, combined with compliance with Section 8.12.840 of the City Code, would ensure that impacts would be less than significant under the refined project.[5]

Therefore, impacts from ground-borne vibration due to construction would be less than significant. The refined project would comply with the restrictions provided by the City Code; and the refined project would not result in any new impacts than what was evaluated in the Certified General Plan EIR.

[5] Section 8.12.840 of the Diamond Bar City Code states, "Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of one to 100 Hertz."

Operation

Ground-borne vibration associated with operation of the refined project would include vehicular traffic from operational activities within the Planning Area. Vehicular traffic generates ground-borne vibration, and more land development under the refined project would lead to more traffic volume. However, the Certified General Plan EIR found that vehicular traffic impacts would generate less than significant impacts related to ground-borne vibration, as the vibration from vehicles is temporary and intermittent, and it generates up to 0.005 in/sec PPV, which is well below the threshold of perception for humans (0.035 in/sec PPV). Therefore, traffic vibration would result in less than significant operational impacts.

The refined project would not result in new significant operational impacts greater than what was determined in the Certified General Plan EIR, and mitigation would not be required.

As a result of supplemental analysis of groundborne vibration and groundborne noise levels undertaken in this SIR, the land use refinements proposed in the Specific Plan would not result in new or substantially more adverse impacts on groundbourne vibration and groundbourne noise than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.6 Public Services

This section assesses potential impacts to public services from construction, operation, and maintenance of the refined project. The analysis of public services consists of a description of the existing conditions at the refined project study area; a summary of the regulatory framework that guides the decision-making process; and anticipated impacts, mitigation measures, and level of significance after mitigation.

There was one public comment received at a public scoping meeting during the Notice of Preparation (NOP) scoping period (Appendix C, *Scoping Period Comments*). The comment included the following topic specific to public services:

- Parks and Open Space: Higher density of population could impact the ratio of parks and open space need per resident.

Additionally, two comment letters were received during the NOP scoping period relevant to Public Services (Appendix C):

- LA County Library: Addresses concerns of the refined project's potential to impact library services. Letter recognizes that the refined project would not be subject to Library Mitigation Fees or Special Tax.
- County of Los Angeles Department of Parks and Recreation: Potentially significant impacts to parks and recreation resources in the City, including Diamond Bar Golf Course.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the refined project to result in new or substantially more adverse impacts on public services than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity of previously identified environmental effects on public services in relation to fire protection, police protection, or schools. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in less than significant impacts on public services in relation to fire protection, police protection, schools, parks, and other public facilities. As a result of the initial study assessment, it was determined that supplemental analysis of parks and other public facilities would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on parks and other public facilities than those evaluated for the Certified General Plan EIR, requiring the consideration of revised finding of significance or the consideration of new mitigation measures.

Parks

The Planning Area is less than 120 feet northeast of the Diamond Bar Golf Course, a 174-acre County recreation facility, and 0.5 mile north of the Sycamore Canyon Park, a 50.09-acre City Park (Figure 3.6-1, *Parks and Open Space*). The Diamond Bar Golf Course is open space bounded by the State Route (SR) 57/SR-60 confluence to the north and west, Golden Springs Drive to the south and east, and a residential neighborhood along South Prospectors Road to the

east. Sycamore Canyon Park is 50.09 acres of mostly open lawn, with the Sycamore Canyon Park Trailhead, one picnic shelter, one playground, and one restroom.

The City has nine parks and four recreational trails; the City enjoys approximately 153.82 acres of parks and recreational space (Table 3.6-1, *Parks and Recreational Space*), each featuring some variety of sports field (e.g., basketball court, baseball field, soccer field, multipurpose field), picnic shelters, playgrounds, and restrooms.[1] With the current population of approximately 52,855,[2] there are approximately 2.9 acres of park and open space per 1,000 residents.

TABLE 3.6-1
PARKS AND RECREATIONAL SPACE

Park or Open Space	Acres
Carlton Peterson Park	16.46
Diamond Canyon Park	4.97
Heritage Park	3.33
Larkstone Park	4.68
Longview Park North	0.99
Longview Park South	0.84
Maple Hill Park	5.45
Pantera Park	23.84
Paul C Grow Park	10.79
Ronald Reagan Park	6.47
Silver Tip Park	1.69
Stardust	0.98
Starshine Park	1.67
Summit Ridge Park	19.92
Summit Ridge Mini Park	1.27
Sycamore Canyon Park	50.09
Washington Park	0.38
Total	**153.82**

[1] Los Angeles County Department of Parks and Recreation. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Appendix A. City of Diamond Bar Study Area Profile. https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_157.pdf

[2] U.S. Census Bureau. 2022. QuickFacts Diamond Bar city, California. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/PST045222 (accessed May 9, 2024).

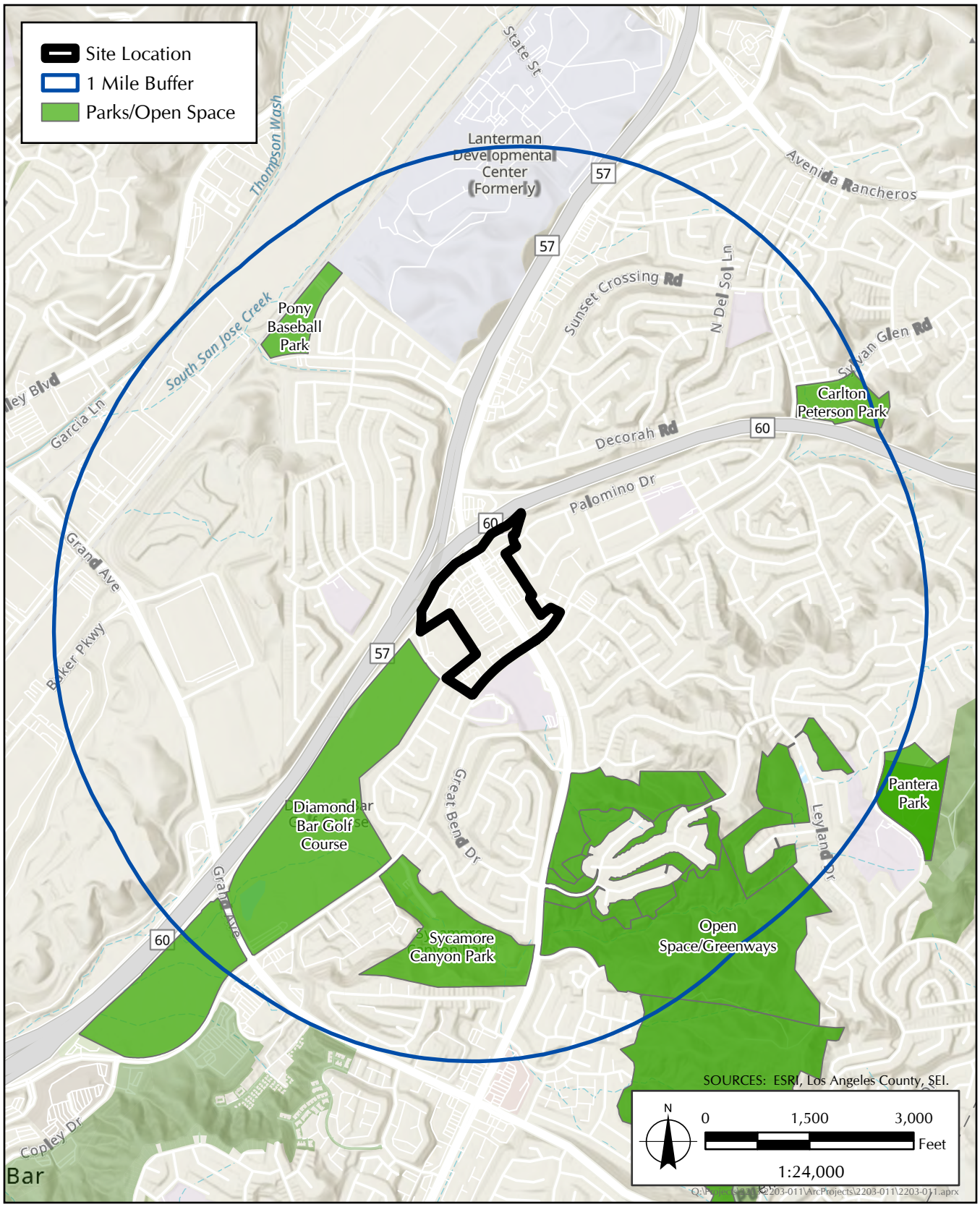


FIGURE 3.6-1

Parks and Open Space Map

Other Public Facilities

Diamond Bar has three accommodating community centers: Diamond Bar Center, Heritage Park Community Center, and the Pantera Park Activity Room. Diamond Bar Center is a community center located at Summitridge Park that features meeting and activity rooms, such as banquet facilities, that range in occupancy from 32 to 1,000 persons. Heritage Park Community Center, located at Heritage Park, accommodates up to 110 people for dining and up to 200 people for theater events. The Pantera Park Activity Room, located at Pantera Park, accommodates up to 50 people.

The Diamond Bar Library, which is a branch of the LA County Library and provides services to the City, is located on the first floor of City Hall, at 21800 Copley Dr, Diamond Bar, CA 91765. The library is approximately 2.0 miles southwest of the Planning Area. Nearby libraries include the Walnut Library located at 21155 La Puente Rd, Walnut, CA 91789 (3.5 miles west) and the Rowland Heights Library located at 1850 Nogales St, Rowland Heights, CA 91748 (6.5 miles southwest). Diamond Bar Library has a facility size of 18,245 square feet, a collection of 59,527 books and other library materials, and 35 public access computers (as of June 30, 2022), and serves the City, which has a population of approximately 54,865. The LA County Library service level guidelines require a minimum of 0.50 gross square feet of library facility space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer per 1,000 people served.

The Summitridge Trail System spans 4.54 miles, featuring an extensive system of interconnected trails, and is the most comprehensive trail network in Diamond Bar. There are another 17.06 miles of proposed trails detailed in the Public Facilities and Services of the City's General Plan.[3] A number of measures exist to improve the trail facilities, listed below.[4]

Regulatory Setting

STATE

California Public Park Preservation Act of 1971

The California Public Park Preservation Act of 1971 (Public Resources Code Sections 5400–5409) states that any public agency that acquires public parkland must either continue to operate the property as a public park or must pay compensation or land that is sufficient to acquire substantially equivalent substitute parkland and facilities or provide substitute parkland of comparable characteristics. The act is the primary legislation for protecting and preserving public parkland.

Quimby Act of 1965

The Quimby Act (Assembly Bill [AB] 1191/1359) was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act, within the Subdivision Map Act, allows the legislative body of a city or county, by ordinance, to

[3] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

[4] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Facilities and Services. https://www.diamondbarca.gov/DocumentCenter/View/7093/6-Public-Facilitiesr?bidId=

require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes on developers as a conditions of public agency approval of a development in a tentative map or parcel map. Cities and counties can use the fees to develop parkland and recreational facilities that serve the developer's proposed subdivision, which would increase parkland and recreation facilities in order to decrease the impact of the proposed development, or to provide parks in neighborhoods other than the one in which the developer's subdivision is located. AB 1359 allows "cities and counties to use developer paid Quimby Act fees to provide parks in neighborhoods *other than the one in which the developer's subdivision is located*." This is to ensure that the existing ratio of parkland acres per resident is maintained even as the number of residents increases with new development. Under the Quimby Act, requirements for parkland dedications are not to exceed three acres of parkland per 1,000 persons residing within a subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit.

LOCAL

Diamond Bar City Code

Diamond Bar City Code Section 21.32.40 (Park Land Dedications and Fees) sets forth procedures in which the City can collect and use funds dedicated to the maintenance of and expansion of parkland in the City. As authorized under the Quimby Act, this section of the City Code allows for required land dedication and/or payment of fees by developers of subdivision developments residential units in the City to alleviate the demand for parkland.

Diamond Bar General Plan 2040

The Public Facilities and Services Element of the General Plan addresses the goals and policies pertaining to parks, recreation, and public services and facilities, listed below.

General Plan Goals and Policies Related to Parks

CHS-P-1	Strive to ensure that all areas of the community have an equal distribution of public parks and public recreational facilities to maximize access.
LU-G-20	Ensure the adequate provision of spaces for recreation, community gathering, amenities, programming, and services that can adapt to fulfill the demographic needs of residents consistent with the Diamond Bar parkland standard (5 acres per 1,000 residents) and the Parks and Recreation Master Plan.
PF-G-1	Maintain and expand the system of parks, recreation facilities, open spaces, and trails that meet the active and passive recreational needs of residents of all ages and abilities.
PF-G-2	Provide new parks in concert with new residential development, and strive to distribute parkland throughout the City.
PF-G-3	Ensure that new development bears the costs of new parks and recreation facilities that are needed to meet any increase in demand resulting from the new development, or from which the new development would benefit.

PF-P-7 Endeavor to distribute new parks equitably throughout Diamond Bar, striving to ensure that residents are within a ¾-mile radius of a neighborhood park or community park.

PF-P-8 Develop and maintain a parkland dedication requirement/in-lieu fee consistent with the General Plan standard of five acres per 1,000 residents in Diamond Bar.

PF-P-10 Should Los Angeles County choose to cease operations of the Diamond Bar Golf Course or reduce the area of the Golf Course, prepare a master plan for development that includes opportunities for public parks comprising a range of passive and active recreational uses to suit the needs of Diamond Bar residents.

PF-P-11 Where appropriate, promote the joint development, use, and maintenance of parks and open space facilities with adjacent jurisdictions, the County of Los Angeles, and the State of California. PF-P-12 Routinely review existing funding mechanisms and seek new funding opportunities to support additional parks and recreation facilities and programs, such as State and federal grants, Park Bonds and property tax assessments, Community Facility Districts, and Lighting and Landscape Assessment Districts.

PF-P-13 When planning and designing public facilities and parks, take into consideration accessibility, flexible use, adaptability, energy and water efficiency, ease of maintenance, and sustainable design elements that take advantage of the natural processes of healthy ecosystems, while preserving historic and cultural resources and sensitive habitats.

PF-P-15 Prioritize the development of additional recreational facilities such as athletic fields, hard courts, and other recreational facilities that respond to citizen needs and preferences.

PF-P-17 Address the recreational needs of all children and adults, including persons with disabilities, seniors, and dependent adults, be addressed in recreational facility planning efforts.

PF-P-18 Where feasible, link parks, open spaces, and regional hiking trails with a trail network. Incorporate existing trails and bicycle and pedestrian infrastructure, working with willing landowners to prioritize land acquisition where necessary. Where possible, incorporate landscaping and enhance natural features.

PF-P-19 Update the Parks and Recreation Master Plan to include standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open spaces, and rights-of-way. Encourage the installation of amenities such as rest areas, benches, water facilities, hitching posts and wayfinding signs serving trails and scenic routes that adhere to a standard signage palette.

Goals and Policies Related to Other Public Services

PF-G-1 Maintain and expand the system of parks, recreation facilities, open spaces, and trails that meet the active and passive recreational needs of residents of all ages and abilities.

PF-G-4 Continue to provide residents of all ages and abilities with access to high quality local educational facilities and learning opportunities in cooperation with the Walnut Valley and Pomona Unified School Districts (WVUSD and PUSD, respectively), the Los Angeles County library system, and community organizations.

PF-P-14 Preserve existing and future City-owned recreational open space as recreational open space in perpetuity. City-owned recreational open space includes undeveloped areas of City parks that are available for passive recreational use, and portions of designated open space land that have been dedicated to the City for use as trails.

PF-P-18 Where feasible, link parks, open spaces, and regional hiking trails with a trail network. Incorporate existing trails and bicycle and pedestrian infrastructure, working with willing landowners to prioritize land acquisition where necessary. Where possible, incorporate landscaping and enhance natural features.

PF-P-19 Update the Parks and Recreation Master Plan to include standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open spaces, and rights-of-way. Encourage the installation of amenities such as rest areas, benches, water facilities, hitching posts and wayfinding signs serving trails and scenic routes that adhere to a standard signage palette.

PF-P-20 Strive to maintain the Parks and Recreation Master Plan goal of at least one mile of recreational trails for each 10,000 persons.

PF-P-21 Seek grants and alternative funding mechanisms for trail development and maintenance.

PF-P-22 Promote partnerships with non-profit organizations to assist in developing and managing the trails system and providing community outreach and education.

PF-P-25 Support and cooperate with Los Angeles County’s efforts to ensure the adequate provision of library services.

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of the following questions when addressing the potential for significant impacts to public services. Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    i. Fire protection?
    ii. Police protection?
    iii. Schools?
    iv. Parks?
    v. Other public facilities?

The Initial Study for this Draft SIR (Appendix B) determined that questions (a.i), (a.ii), and (a.iii) would not result in a significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address questions (a.iv) and (a.v). Therefore, questions (a.iv) and (a.v) are addressed herein.

METHODOLOGY AND ASSUMPTIONS

Public services impacts in the General Plan 2040 were addressed in the Certified General Plan EIR prior to the inclusion of the refined project. Thus, the analysis in this section was undertaken to determine the impacts to public services that were previously unaddressed in the Certified General Plan EIR and were not scoped out in the Initial Study. As such, this SIR addresses potential impacts related to parks and libraries during construction and operation of the refined project.

IMPACTS

Impact 3.6.1 Implementation of the refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: Parks *(Less than Significant)*

The refined project would result in less than significant impacts to public services regarding capacity or service level or result in substantial adverse physical impacts associated with the provision of new or physically altered parks in order to maintain acceptable service ratios, response times or other performance objectives.

The refined project proposes the construction of up to 2,055 housing units and 40,000 square feet (approximately 0.92 acre) of public open space. Under maximum buildout, this would be 705 more

housing units than the 1,350 allowed in the Housing Element for the Town Center Focus Area. The refined project would add 705 residential units, which would increase permanent and temporary residents and, therefore, increase the need for public facilities such as parks and open space. The City maintains nine parks and four recreational trails; the City's facilities include approximately 153.82 acres of parks and open space (see Table 3.6-1), each featuring some variety of sports field (e.g., basketball court, baseball field, soccer field, multipurpose field), picnic shelters, playgrounds, and restrooms.[5] The refined project would add 40,000 square feet of open space to the Planning Area, which would increase the City's parks and open space acreage to 154.74 acres (153.82 + 0.92).

With the current population of approximately 52,855, there are 2.9 acres of park and open space per 1,000 residents in line with the Public Facilities and Services Element of the General Plan. Given the average household size of three (3.05 people per household) occupants,[6] it is anticipated that the additional 705 housing units would generate a population increase of approximately 2,115 people in the Planning Area. With the anticipated population increase of 2,115 people, the City's population could reach approximately 54,970 people. That increase coupled with the refined project's additional 40,000 square feet (0.92 acre) of open space, results in approximately 2.81 acres of park and open space per 1,000 residents.

Additionally, in Section 3.7, *Recreation*, the increase in residential units would potentially increase use of the six parks/open space areas within the 1-mile radius of the Planning Area (see Figure 3.6-1*,* and Table 3.7-1, *Recreational Facilities within One Mile of Planning Area*, in Section 3.7, *Recreation*). As individual residential development projects under the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. Considering the minimal change in the amount of parks and open space per resident and the potential contribution of future residential development under the Quimby Act, the refined project would result in a less than significant impact to parks.

As a result of supplemental analysis of park public services undertaken in this SIR, the land use refinements proposed in the Specific Plan would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

[5] Los Angeles County Department of Parks and Recreation. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Appendix A. City of Diamond Bar Study Area Profile. https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_157.pdf

[6] U.S. Census Data. November 2024. Diamond Bar. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/HSD310222#HSD310222

Impact 3.6.2 Implementation of the refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: Other Public Facilities *(Less than Significant)*

The refined project would result in less than significant impacts to other public facilities, such as libraries, regarding capacity or service level, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives.

The refined project would directly increase population growth because it involves new homes, which would increase the demand of library services in the City. The General Plan includes Policy PF-P-25 to address the future demand for library services. The Diamond Bar Library, located at 21810 Copley Drive, is owned by the City and leased to the County, who acts as the operating party. The library does not meet the minimum requirements as a community library for this service area at the current population. Diamond Bar Library lacks 9,188 square feet of facility space, 91,352 books or other library materials, and 20 public access computers. As the refined project would result in a net population increase of 705 residences and an estimated 2,115 persons, and considering that the Diamond Bar Library currently lacks sufficient space, collection items, and computers, the potential increase in population could add to this deficiency.

The Diamond Bar Library's Memorandum of Understanding (MOU) (dated July 5, 2011) for operations, allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. The refined project could overburden the services provided by the Diamond Bar Library to the residents of the City, however, the future potential property owners within the Planning Area would pay County property tax. The County may, through property tax revenue resulting from the refined project, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the refined project.[7] The improvements made from the capital collected from the residential developments within the refined project's planning area would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may encourage the county library's objectives, such as, ensuring safe meeting places for communities, maintaining pillars of service, and develop new library advocates.[8]

Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Therefore, the refined project would result in less than significant impacts on library services.

As a result of supplemental analysis of other public services undertaken in this SIR, the land use refinements proposed in the Specific Plan would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

[7] County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

[8] LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

General Plan Policy Related to Impacts

PF-P-25 Support and cooperate with Los Angeles County's efforts to ensure the adequate provision of library services.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.7 Recreation

This section provides an evaluation of potential impacts to recreation from construction, operation, and maintenance of the refined project. This includes a description of the Planning Area's existing conditions such as existing recreation facilities; a summary of the applicable regulatory framework; anticipated impacts mitigation measures, as applicable; and the level of significance after mitigation.

Six comments were received during the Notice of Preparation (NOP) scoping meeting regarding recreation topics (Appendix C, *Scoping Period Comments*):

- More open space will result in residents/visitors staying longer in the area.
- The addition of retail and open spaces will provide spaces for socializing.
- Concern that high-density residential development would reduce the ratio of parks and open space per resident.
- Concern for recreational spaces in the City.
- What can we do to mitigate the need for more open space and recreation opportunities in the City?
- Support for the Specific Plan's proposed community open spaces.

Additionally, one NOP scoping comment regarding recreation was received from the County of Los Angeles Department of Parks and Recreation regarding potential impacts to parks and recreation in the City of Diamond Bar, including Diamond Bar Golf Course to the south of the Planning Area.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the refined project to result in new or substantially more adverse impacts on recreation than those evaluated for the Certified General Plan EIR, for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project could require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity of previously identified environmental effects on recreation in relation to increasing 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, and include recreational facilities, or the construction or expansion of recreational facilities, which would result in an adverse physical impact on the environment. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in significant and unavoidable impacts on recreation in relation to increasing 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. As a result of the initial study assessment, it was determined that supplemental analysis of recreation would be needed to evaluate the criteria pursuant to Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on recreation, in relation to increasing 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, and include recreational facilities, or the construction or expansion of recreational facilities, which would result in an adverse physical

impact on the environment, than those evaluated for the Certified General Plan EIR, requiring the consideration of revised finding of significance or the consideration of new mitigation measures.

The discussion of recreation in this section considers potential impacts to parks, open space, trails, and other recreational facilities within the Planning Area as they currently exist.

Park Classification

For planning purposes, parks are classified by type based on the size, use, and physical characteristics of the land:[1]

- **Community Parks.** Community Parks are larger parks intended to accommodate a wide variety of active and passive recreation activities for the community. Amenities provided in a community park are focused on meeting the needs of several neighborhoods or large sections of the community, and they allowed for group activities and recreational opportunities that may not be feasible in smaller neighborhood parks. Optimally, Community Parks range from 20 to 50 acres in size and serve neighborhoods within 3 to 5 miles of the park. Where a Community Park is located in a residential neighborhood, it also serves the immediate neighborhood within 0.75 mile to 1 mile. Amenities typically include community buildings, playground equipment, picnic areas and picnic shelters, barbeques, lit sports fields and courts, public restrooms, concessions, and on-site parking. Major events may be hosted in Community Parks that attract residents from throughout the City.
- **Neighborhood Parks.** Neighborhood Parks are the basic unit of the park system and are typically found in residential neighborhoods. They typically range from 5 to 20 acres in size and are intended to serve surrounding neighborhoods within a 0.75-mile to 1-mile radius. Ease of access and walkability to neighborhoods served are critical factors in siting and designing Neighborhood Parks. Amenities typically include playgrounds, picnic tables and shelters, barbeques, sports fields and courts, public restrooms, and on-site parking.
- **Mini Neighborhood Parks.** Mini Neighborhood Parks that range from a quarter acre to 4 acres in size. Mini Neighborhood Parks may serve neighborhoods within the same range as Neighborhood Parks but are best used to meet limited or specialized recreation needs. Mini Neighborhood Parks can provide landscaped public use areas, scenic overlooks, trail linkages, and facilities to serve a concentrated or limited population group such as youth or seniors.
- **Specialty Parks.** Specialty Parks provide for a single use or activity and can include dog parks, trailheads, skate parks, and sports complexes. They may be standalone facilities or be located within or adjacent to other parks.

There are six parks/open space areas within one mile of the Planning Area (see Figure 3.6-1, *Parks and Open Space Map*; Table 3.7-1, *Recreational Facilities within One Mile of Planning Area*). The three community parks (Sycamore Canyon Park, Carlton Peterson Park, and Pantera Park) are included in the City's parkland inventory in the Public Facilities and Services Chapter of the Diamond Bar 2040 General Plan[2] and in the City's 2011 Parks and Recreation Master Plan.[3]

[1] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[2] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[3] City of Diamond Bar. 2011. Diamond Bar Parks and Recreation Master Plan 2011. https://www.diamondbarca.gov/DocumentCenter (accessed April 6, 2023).

The open space/greenways area is considered general open space by the City, and the Diamond Bar Golf Course is a public golf course owned and operated by the County of Los Angeles.[4] The PONY Baseball Park is identified as an additional recreational facility for specialty use in the 2011 Parks and Recreation Master Plan.[5]

TABLE 3.7-1
RECREATIONAL FACILITIES WITHIN ONE MILE OF PLANNING AREA

Recreational Facility	Approximate Distance	Type of Facility
Diamond Bar Golf Course	123 feet southwest	Golf course
Open Space/Greenways	0.4 mile southeast	Open space/greenways
Sycamore Canyon Park	0.5 mile south	Community park
PONY Baseball Park	0.7 mile northwest	Specialty use (baseball)
Carlton Peterson Park	0.8 mile northeast	Community park
Pantera Park	1.0 mile southeast	Community park

As of the adoption of the General Plan 2040 in 2019, the City contained 153.82 acres of public community and neighborhood parkland (see Table 3.6-1 in Section 3.6, *Public Services*). With the current population of approximately 52,855,6 there are approximately 2.9 acres of park and open space per 1,000 residents, significantly lower than the goal of 5 acres per 1,000 residents. The City does not currently have adequate parkland and recreation space to meet its General Plan standard based on existing facilities and population.[7]

The Planning Area is heavily developed, and the majority of the parcels consist of large, paved parking lots with impervious surfaces and associated structures. There are currently no parks or recreational facilities within its boundaries (see Figure 3.6-1).

Regulatory Framework

STATE

California Public Park Preservation Act of 1971

The California Public Park Preservation Act of 1971 (Public Resources Code Section 5400-5409) states that any public agency that acquires public parkland must either continue to operate the property as a public park or must pay compensation or land that is sufficient to acquire substantially equivalent substitute parkland and facilities or provide substitute parkland of comparable characteristics. The act is the primary legislation for protecting and preserving public parkland.

[4] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[5] City of Diamond Bar. 2011. Diamond Bar Parks and Recreation Master Plan 2011. https://www.diamondbarca.gov/DocumentCenter (accessed April 6, 2023).

[6] U.S. Census Bureau. 2022. QuickFacts Diamond Bar city, California. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/PST045222 (accessed May 9, 2024).

[7] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. In the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

Quimby Act of 1965

The Quimby Act (Assembly Bill [AB] 1191/1359) was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act, within the Subdivision Map Act, allows the legislative body of a city or county, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes on developers as a conditions of public agency approval of a development in a tentative map or parcel map. Cities and counties can use the fees to develop parkland and recreational facilities that serve the developer's proposed subdivision, which would increase parkland and recreation facilities in order to decrease the impact of the proposed development, or to provide parks in neighborhoods other than the one in which the developer's subdivision is located. The Quimby Act allows "cities and counties to use developer paid fees to provide parks in neighborhoods *other than the one in which the developer's subdivision is located*." This is to ensure that the existing ratio of parkland acres per resident is maintained even as the number of residents increases with new development. Under the Quimby Act, requirements for parkland dedications are not to exceed 3 acres of parkland per 1,000 persons residing within a subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit.

LOCAL REGULATIONS

Diamond Bar 2040 General Plan

The Public Facilities and Services Chapter of the Diamond Bar 2040 General Plan establishes a parkland/recreational space standard of 5.0 acres per 1,000 residents, consistent with the Quimby Act.[8]

According to Government Code Section 65300, a general plan is a long-term comprehensive state-required document adopted for the physical development of any lands in its jurisdiction, and for any lands outside its boundaries which bears relation to its planning.[9] The City of Diamond Bar General Plan is a dynamic policy document intended to guide the long-term development of the City of Diamond Bar. The Plan reflects the community's values and desires, as expressed in a broad vision for the future, and addresses important issues such as land use and urban design, economic development, circulation, resource conservation, public facilities and services, safety, public health, and sustainability.[10]

The Public Facilities & Services Element provides goals and policies that allow for the balance in the demand and accessibility of parklands and recreational facilities to the public based on new development. The Element identified five goals and 12 policies related to related to parklands and recreational facilities from the General Plan Elements: Community Health and Sustainability (CHS); Land Use & Economic Development (LU); Public Facilities (PF); as follows:

[8] City of Diamond Bar. 2019. Chapter 6.0: Public Facilities and Services. In the Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

[9] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

[10] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=

Element Letters - Goal/Policy – Number

GOALS

CHS-P-1. Strive to ensure that all areas of the community have an equal distribution of public parks and public recreational facilities to maximize access.

LU-G-20. Ensure the adequate provision of spaces for recreation, community gathering, amenities, programming, and services that can adapt to fulfill the demographic needs of residents consistent with the Diamond Bar parkland standard (5 acres per 1,000 residents) and the Parks and Recreation Master Plan.

PF-G-1. Maintain and expand the system of parks, recreation facilities, open spaces, and trails that meet the active and passive recreational needs of residents of all ages and abilities.

PF-G-2. Provide new parks in concert with new residential development, and strive to distribute parkland throughout the City.

PF-G-3. Ensure that new development bears the costs of new parks and recreation facilities that are needed to meet any increase in demand resulting from the new development, or from which the new development would benefit.

POLICIES

LU-P-19. To meet the recreational needs of new residents, ensure that new residential and mixed-use developments larger than four acres incorporate public parkland in the neighborhoods where such developments are located. Residential and mixed-use developments under four acres may provide dedicated parkland, in lieu fees, or a combination, in accordance with Diamond Bar's park acreage standards.

LU-P-52. When opportunities arise, collaborate with public service providers and agencies including, but not limited to, the Los Angeles County Department of Parks and Recreation, Walnut Valley and Pomona school districts, Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and Walnut Valley Water District to designate and pursue acquisition of land for public facilities as necessary to serve unmet facility needs of Diamond Bar residents.

LU-P-53. Ensure adequate parkland to serve the recreational needs of Diamond Bar residents by providing for a range of park sizes and amenities, equitably distributed throughout the city. Where necessary to adequately expand the park system and/or provide specialized recreational facilities and programming as identified in the Parks and Recreation Master Plan, actively pursue the acquisition of additional parkland.

General

PF-P-1. Periodically update the Parks and Recreation Master Plan to assess existing park and recreational facilities, assets, and deficiencies, and to plan for new facility locations, programs, and funding.

PF-P-3. Identify and pursue funding and financial resources to acquire land for parks and to continue providing high quality maintenance of parks, trails, and recreational facilities.

Parks & Recreation Facilities

PF-P-7. Endeavor to distribute new parks equitably throughout Diamond Bar, striving to ensure that residents are within a ¾-mile radius of a neighborhood park or community park.

PF-P-8. Develop and maintain a parkland dedication requirement/in-lieu fee consistent with the General Plan standard of five acres per 1,000 residents in Diamond Bar.

PF-P-10. Should Los Angeles County choose to cease operations of the Diamond Bar Golf Course or reduce the area of the Golf Course, prepare a master plan for development that includes opportunities for public parks comprising a range of passive and active recreational uses to suit the needs of Diamond Bar residents.

PF-P-11. Where appropriate, promote the joint development, use, and maintenance of parks and open space facilities with adjacent jurisdictions, the County of Los Angeles, and the State of California. PF-P-12 Routinely review existing funding mechanisms and seek new funding opportunities to support additional parks and recreation facilities and programs, such as State and federal grants, Park Bonds and property tax assessments, Community Facility Districts, and Lighting and Landscape Assessment Districts.

PF-P-13. When planning and designing public facilities and parks, take into consideration accessibility, flexible use, adaptability, energy and water efficiency, ease of maintenance, and sustainable design elements that take advantage of the natural processes of healthy ecosystems, while preserving historic and cultural resources and sensitive habitats.

PF-P-14. Preserve existing and future City-owned recreational open space as recreational open space in perpetuity. City-owned recreational open space includes undeveloped areas of City parks that are available for passive recreational use, and portions of designated open space land that have been dedicated to the City for use as trails.

PF-P-17. Address the recreational needs of all children and adults, including persons with disabilities, seniors, and dependent adults, be addressed in recreational facility planning efforts.

Diamond Bar City Code

Diamond Bar City Code Section 21.32.40 (Park Land Dedications and Fees) sets forth procedures in which the City can collect and use funds dedicated to the maintenance of and expansion of parkland in the City. As authorized under the Quimby Act, this section of the City Code requires land dedication and/or payment of fees by subdivision developers in the City to alleviate the demand for parkland.

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to Recreation. For the purposes of this EIR, a significant adverse impact would occur if implementation of the refined project would:

a. 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. Include recreational facilities, or the construction or expansion of recreational facilities, which would result in an adverse physical impact on the environment?

METHODOLOGY AND ASSUMPTIONS

This EIR analysis considers the current 2040 General Plan policies and goals in combination with the refined project; Certified General Plan EIR; existing and proposed parklands and recreation conditions within the City; and applicable regulations and guidelines. Furthermore, this analysis uses the City's current General Plan standard of 5 acres of parkland per 1,000 population, consistent with the Quimby Act. To estimate the amount of parkland required at buildout, the projected population at buildout in the planning area was divided by 1,000 and multiplied by 5 acres. The difference between this number and the existing amount of park acreage equals the area of new parkland needed to satisfy City park standards at buildout. An increase in population without progress toward meeting the standard would create a significant impact.

(Proposed population at Buildout/1,000) x 5 acres = amount of parkland required

The refined project assumes buildout over 16 years; however, the refined project does not speculate when buildout will occur. Buildout conditions depend on long-range demographic and economic trends, which are difficult to predict. The designation within the Planning Area of a site for a certain land use does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property owner initiative. For the purposes of this SIR, the environmental analysis assumes that sites will be developed or redeveloped with the proposed land use designations at buildout of the refined project.

This SIR section evaluates the existing parkland and recreation conditions in the Planning Area through site visits, review of maps, and review of aerial imagery against the proposed recreation conditions that would occur as a result of the refined project's buildout.

IMPACTS

Impact 3.7-1 Implementation of the refined project would not 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. *(Less than Significant)*

The refined project would result in less than significant impacts to recreation in relation to an increase of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or accelerate.

The City's General Plan identifies six parks/open space areas within one mile of the Planning Area (see Figure 3.6-1 and Table 3.7-1) and 17 parks (11 additional) throughout the City. Although parks within one mile of a person's residence are (in general) more likely to be used, all future residents of the refined project could use parks located throughout the City.

The refined project would add 705 residential units, which would increase permanent and temporary residents and, therefore, increase the need for recreational facilities. The City maintains approximately 153.82 acres of parks/recreational facilities and open space (see Table 3.6-1*, Parks and Open Space*), each featuring some variety of sports field (e.g., basketball court, baseball field, soccer field, multipurpose field), picnic shelters, playgrounds, and restrooms.[11] The refined project would add 40,000 square feet (sf) of open space to the Planning Area, which would increase the City's parks and open space acreage to 154.74 acres (153.82 + 0.92).

With the current population of approximately 52,855, there are 2.9 acres of park and open space per 1,000 residents in line with the Public Facilities and Services Element of the General Plan 2040. Given the average household size of three (3.05 people per household) occupants,[12] it is anticipated that at the additional 705 housing units would generate a population increase of approximately 2,115 in the Planning Area. With the anticipated population increase of 2,115, the City's population could reach approximately 54,970. That increase coupled with the refined project's additional 40,000 sf (0.92 acre) of open space, results in approximately 2.81 acres of park and open space per 1,000 residents.

Furthermore, if any of the future residential development under the refined project is a subdivision, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard. Compliance with the Quimby Act would reduce the demand for parkland by providing either land or in-lieu fees.

As individual residential development projects under the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. Considering the minimal change in the amount of parks and open space per resident and the potential contribution of future residential development under the Quimby Act, the refined project would result in a less than significant impact to parks and recreational facilities.

As a result of supplemental analysis of recreation in relation to increasing 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, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

[11] Los Angeles County Department of Parks and Recreation. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment. Appendix A. City of Diamond Bar Study Area Profile. https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_157.pdf

[12] U.S. Census Bureau. November 2024. Diamond Bar. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/HSD310222#HSD310222

Impact 3.7-2 Implementation of the refined project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. *(Less than Significant)*

The refined project would result in less than significant impacts to recreation in relation to adverse physical effects on the environment as a result of proposed construction or expansion of recreational facilities.

All parks/recreational facilities proposed as part of the project (including 40,000 sf of open space) would occur within the existing development footprint, and potential impacts are accounted for in the relevant sections throughout this SIR. As previously discussed, there would be minimal change in the amount of parks and open space per resident. In addition, future residential subdivisions under the Quimby Act would contribute land or in lieu fees. Therefore, the additional demand for parks and recreational facilities generated by the refined project would not result in the physical deterioration of existing parks and facilities within the City, and the impact would be less than significant.

As a result of supplemental analysis of recreation in relation to including recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

3.8 Transportation

This section assesses if the refined project may result in a new significant impact or a substantial increase in the severity of previously identified significant effects compared to those identified and analyzed in the Transportation section of the Certified General Plan EIR. A transportation study was prepared by Gibson Transportation Consulting, Inc., dated November 2024, in support of this evaluation of potential transportation impacts (see Appendix F, *Transportation Study*).

For this evaluation, the following guidance documents were reviewed to evaluate potential impacts: the General Plan 2040; the City of Diamond Bar Citywide Design Guidelines (June 1998); the Diamond Bar Boulevard Complete Streets Plan; Diamond Bar Climate Action Plan 2040 (December 17, 2019); and the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), also referred to as Connect SoCal (September 3, 2020).

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the Specific Plan to result in new or substantially more adverse impacts on transportation than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity or previously identified environmental effects on transportation in relation to conflicting with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment); or result in inadequate emergency access. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in significant and unavoidable impacts on transportation in relation to conflicting or being inconsistent with §15064.3 of the State CEQA Guidelines. As a result of the initial study assessment, it was determined that supplemental analysis of transportation would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on transportation, in relation to conflicting or being inconsistent with Section 15064.3 of the State CEQA Guidelines, than those evaluated for the Certified General Plan EIR, requiring the consideration of revised findings of significance or the consideration of new mitigation measures.

The Planning Area is currently centered around Diamond Bar Boulevard, a six-lane thoroughfare with on-street striped bike lanes, left-turn lanes, and a landscaped median that bisects the Planning Area. Golden Springs Drive forms the southern border of the Planning Area, State Route 60 (SR 60) forms the northern border, and residential uses are located to the east and west borders. Residential uses include a neighborhood of single-family homes east of the Planning Area and a condominium community on the west side.

There are several sensitive land uses in the immediate vicinity of the Planning Area:

- Fall Creek Private Community is a gated condominium complex immediately west of the Planning Area along Prospectors Road. It contains approximately 144 residential units.

Primary access is provided from Prospectors Road, with a secondary access gate at the west end of Gentle Springs Lane.

- There are condominium buildings east of Torito Lane along the north side of Golden Springs Drive. One 34-unit complex is ungated and accessed from Torito Lane. The Village at Diamond Bar, a complex of approximately 150 units, has gated vehicular access from Golden Springs Drive.

- Lorbeer Middle School, part of the Pomona Unified School District, is located on the southwest corner of Diamond Bar Boulevard & Golden Springs Drive. Vehicular access to this school is via Diamond Bar Boulevard, and parent drop-off and pick-up activity occurs along the west side of Diamond Bar Boulevard, south of Golden Springs Drive.

- Mt. Calvary Lutheran Church and School is located on the south side of Golden Springs Drive west of Lorbeer Middle School. This school serves children from pre-school through 8th grade. Vehicular access is from Golden Springs Drive west of Prospectors Road.

- There are neighborhoods of single-family homes adjacent to the Planning Area, including immediately east of the Planning Area (accessed from Palomino Drive), to the southwest across Prospectors Road (accessed from Golden Springs Drive), and to the southeast (accessed from Golden Springs Drive).

Freeways

Two freeways, SR 57 and SR 60, provide high-capacity interregional access to the Planning Area. SR 57 runs north and south between Santa Ana and San Dimas, providing regional access between Orange County and the foothill communities. SR 60 runs east and west between Los Angeles and Beaumont, providing a major east-west corridor for commuters and freight. The two freeways combine along an approximately 2.0-mile section known as the 57 / 60 Confluence Area. The northeastern terminus of the 57 / 60 Confluence Area occurs adjacent to the Planning Area, while the southwestern terminus is located approximately 2.0 miles to the southwest. Each freeway separately provides eight to 10 lanes, while the 57 / 60 Confluence Area provides 14 lanes (including high-occupancy vehicle lanes).

City Streets

The existing street system in the Planning Area includes Major Arterials, Boulevards, Collectors, and Local Streets as classified in the General Plan.

- Diamond Bar Boulevard – Diamond Bar Boulevard is a designated Boulevard traveling north and south, generally parallel to SR 57, through the length of the City. There are three distinct segments of Diamond Bar Boulevard within the Planning Area. North of the SR 60 ramps, it provides four lanes, a landscaped median, and Class II bicycle lanes (on-street bicycle lanes that are not protected from vehicular traffic). Between the SR 60 ramps and Golden Springs Drive (adjacent to the Planning Area), it provides six lanes, a landscaped median, and Class II bicycle lanes. South of Golden Springs Drive, it provides five lanes (three northbound and two southbound), a landscaped median, and Class II bicycle lanes. No parking is allowed on Diamond Bar Boulevard.

- Golden Springs Drive – Golden Springs Drive is a designated Boulevard traveling east and west, generally parallel to SR 60, through the width of the City. It provides four lanes, a two-way left-turn median, and Class II bicycle lanes through the Planning Area.

- Grand Avenue – Grand Avenue is a designated Major Arterial traveling east and west across the middle portion of the City, except for an approximately 2,000-foot section between Montefino Avenue and Cleghorn Drive (including the intersection with Diamond Bar Boulevard), which is a designated Boulevard. It provides access to the 57 / 60 Confluence Area via a full set of on- and off-ramps north of Golden Springs Drive.

- Sunset Crossing Road – Sunset Crossing Road is a designated Collector traveling east and west across the northeastern portion of the City. It provides access to the SR 57 southbound ramps near its intersection with Diamond Bar Boulevard and connects to Golden Springs Drive to the east. West of the SR 57 southbound ramps, it provides two lanes, a landscaped median, and on-street parking. Between the SR 57 southbound ramps and Diamond Bar Boulevard, it provides four lanes and a two-way left-turn median. East of Diamond Bar Boulevard, it provides two lanes, on-street parking, and speed humps for traffic calming.

- Prospectors Road – Prospectors Road is a designated Collector traveling north and south between Golden Springs Drive and Sunset Crossing Road. It travels through a residential neighborhood and provides two lanes and on-street parking. South of Sunset Crossing Road, it provides speed humps for traffic calming.

- Gentle Springs Lane / Palomino Drive – Gentle Springs Lane (west of Diamond Bar Boulevard) and Palomino Drive (east of Diamond Bar Boulevard) is a Local Street. Gentle Springs Lane provides local access to the northwest portion of the Planning Area. It is a private street comprised of roadway easements over the parcels abutting it. Palomino Drive provides local access to the northeast portion of the Planning Area and continues into the residential neighborhood to the east. Both provide two lanes and on-street parking.

- Torito Lane – Torito Lane is a Local Street that provides access to the southeast portion of the Planning Area. It connects to Golden Springs Lane and provides two lanes and on-street parking.

Public Transit Facilities

There is limited public transit within the Planning Area provided by Foothill Transit. There is also a California Department of Transportation (Caltrans) Park & Ride Lot on Diamond Bar Boulevard immediately north of SR 60, though there are not currently any commuter buses operating on SR 60 using this lot. In addition to the bus routes described below, Metrolink operates the Riverside Line train between Los Angeles Union Station and downtown Riverside, with a stop in the City of Industry approximately 2.0 miles southwest to the Planning Area on Brea Canyon Road (3.3 miles away via Golden Springs Drive and Brea Canyon Road). The following Foothill Transit bus lines travel through the Planning Area:

- Line 286 provides regional transportation between Pomona, Diamond Bar, and Brea. It travels on Diamond Bar Boulevard through the Planning Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, Golden Springs Drive,

and several other stops further south, including at Grand Avenue. It travels once per hour in each direction during the day on weekdays and weekends.

- Line 482 provides subregional transportation between Pomona, Diamond Bar, and Rowland Heights. It travels on Diamond Bar Boulevard and Golden Springs Drive through the Planning Area, with stops at Sunset Crossing Road, the SR 60 westbound ramps and Park & Ride Lot, the existing Planning Area driveway on Diamond Bar Boulevard, Golden Springs Drive, Prospectors Road, and several other stops further south, including the Diamond Bar Civic Center. It also provides access to the Metrolink station in the City of Industry, thereby allowing one-transfer connections between the Planning Area and downtown Los Angeles. Line 482 travels each direction approximately every 30 minutes on weekdays and weekends, with periods of increased 20-minute frequency during peak times.

- Line 853 provides subregional transportation between Diamond Bar, Chino Hills, and Phillips Ranch. It travels on Golden Springs Drive through the Planning Area with stops at Diamond Bar Boulevard, Prospectors Road, and several other locations to the south and north. It provides access to the Diamond Bar Civic Center south of Grand Avenue. It has a limited schedule in which it travels three times per day in each direction, including northbound twice in the morning and once in the afternoon and southbound once in the morning and twice in the afternoon.

Pedestrian Facilities

There are pedestrian sidewalks throughout the Planning Area except for portions of Gentle Springs Lane, a private street, which are missing sidewalks in front of certain parcels on both the north and south sides of the street. The sidewalks are generally in good condition, but they vary in width even along continuous stretches of the same roadways. On Diamond Bar Boulevard adjacent to the Planning Area, the sidewalk is only eight feet wide on the west side of the street, which is substantially less width than a typical sidewalk for a major arterial street through a commercial zone (which are typically 12 to 15 feet or more).

Bicycle Facilities

There are existing Class II bicycle lanes (dedicated on-street space demarcated by paint and signage) on Diamond Bar Boulevard and Golden Springs Drive through the Planning Area. The lanes on Diamond Bar Boulevard vary in width depending on the available roadway width, from as narrow as approximately 4.5 feet wide adjacent to the Planning Area to approximately 10 feet approaching Sunset Crossing Road.

Regulatory Setting

FEDERAL REGULATIONS

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A through Part 36 (Standards for

Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

STATE

Complete Streets Act

Assembly Bill 1358 (AB 1358), the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists. The California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Global Warming Solutions Act of 2006 (Assembly Bill 32)

The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) codifies the targets set in Executive Order (EO) S-3-05 of statewide reductions to 1990 emissions levels by 2020. AB 32 directs the California Air Resources Board (CARB) to develop and implement a scoping plan and regulations to meet the 2020 target. CARB approved the Scoping Plan in 2008, which provides guidance for local communities to meet AB 32 and EO S-3-05 targets. The Scoping Plan adopted a quantified cap on GHG emission representing 1990 emission levels, instituted a schedule to meet the emission cap, and developed tracking, reporting, and enforcement tools to assist the State in meeting the required GHG emissions reductions.

Senate Bill 375

Senate Bill (SB) 375 (2008) mandates each Metropolitan Planning Organization (MPO) in the state to adopt an RTP aimed at achieving a coordinated and balanced regional transportation system, including mass transit, highways, railroads, bicycles, and pedestrians, among other forms of transit. Each MPO is required to prepare an SCS which sets forth forecast development patterns and describes the transportation system that achieves the regional GHG emission reduction targets set by CARB. CARB's 2010 targets called for the SCAG region, the MPO in which Diamond Bar is located, to reduce per capita emissions. These targets have since been refined. Most recently, in April 2016, SCAG adopted targets of 8 percent, 18 percent, and 21 percent reduction per capita GHG emissions by 2020, 2035, and 2040, respectively, based on a 2005 baseline.

Senate Bill 743

In 2013, Governor Brown signed SB 743, which creates a process to change the way that transportation impacts are analyzed under CEQA.[1] Specifically, SB 743 required the OPR to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code [PRC] Section 21099(b)(1)).

SB 743 states that measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." Transportation impacts related to air quality, noise, and safety must still be analyzed under CEQA where appropriate. OPR recommends that a per capita or per employee vehicle miles traveled (VMT) that is 15 percent below that of existing development may be a reasonable threshold.

The City updated its transportation analysis guidelines in September 2020 to reflect the OPR's guidance.[2]

California Vehicle Code

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

REGIONAL

Regional Transportation Plan/Sustainable Communities Strategy

The RTP is prepared by SCAG every 4 years as mandated by 23 Code of Federal Regulations (CFR) Part 450. The RTP includes a collective vision for the SCAG region and provides a guide for the future development of the regional transportation system. The projects addressed in the RTP become eligible for state and federal funding once the plan is adopted. The RTP's goals include providing adequate levels of accessibility and mobility for the efficient movement of people, goods, and services within the region. The RTP aims to improve transportation system safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts.

LOCAL

City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment

The "City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment" (City Transportation Guidelines) recommend that VMT analysis for a land

[1] Governor's Office of Planning and Research. N.d. Transportation Impacts (SB 743). https://opr.ca.gov/ceqa/sb-743/ (accessed February 23, 2023).

[2] City of Diamond Bar. September 2020. City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment. https://www.diamondbarca.gov/DocumentCenter/View/7786/Transportation-Study-Guidelines---September-2020

use project be conducted using the SCAG Model to estimate the project-generated VMT for the project TAZ or TAZs and the project effect on VMT. The SCAG model is calibrated to existing traffic conditions during the "Baseline" year of 2021 and forecast for a "Cumulative" traffic condition in Year 2040. The Cumulative conditions include all anticipated local and regional growth based on socioeconomic forecasts of housing units, jobs, and population in each TAZ.

The City Transportation Guidelines identify three thresholds of significance for VMT impacts:

1. The Baseline project-generated VMT per service population exceeds 15% below the City of Diamond Bar Baseline VMT per service population; or,
2. The Cumulative project-generated VMT per service population exceeds 15% below the City of Diamond Bar Baseline VMT per service population; or,
3. The Cumulative link-level boundary Citywide VMT per service population increases under the With Project condition compared to the No Project condition.

The City states that the following mitigation strategies are available to reduce VMT impacts:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if available) to reduce VMT from the project or other land uses to achieve acceptable levels.

If a TDM plan is proposed as a mitigation measure for a project, and the traffic study attributes a reduction in peak and total traffic to the TDM plan, the following information must be provided:

1. A detailed description of the major components of the TDM plan and how it would be implemented and maintained on a continuing basis.
2. Case studies or empirical data that supports the anticipated reduction of traffic attributed to the TDM plan.
3. Additional volume/capacity ratio calculations that illustrate the circulation benefits of the TDM plan.
4. Enforcement measures – how it will be monitored and enforced.
5. How it complies with the South Coast Air Quality Management District Regulations

Diamond Bar Development Code

The refined project's off-street parking requirements are dictated by Chapter 22.30 of the Diamond Bar City Code, unless superseded by customized requirements set forth in a specific plan. Chapter 22.60, *Specific Plans*, authorizes specifics plans, such as the refined project, to prescribe parking requirements for new specific plan development. As such, the refined project would dictate new parking requirements in the Planning Area. The precise parking requirement for residents depends on the number of residential units and the size of those units (i.e., the number of bedrooms). The requirement for hotels depends on the number of guest rooms, the number of employees, and what accessory uses are provided for guests. The requirement for the commercial space depends on the specific uses that are provided, as the Diamond Bar Development Code provides specific requirements for many potential uses that could lease commercial space.

Diamond Bar General Plan 2040

The General Plan 2040 identifies numerous goals and policies related to promoting, supporting, and enhancing connections to public transit service within the City. The General Plan 2040 goals and policies related to transportation fall into one or more of three broad categories: land use mix, density, design, or location of the project; accessibility and connections to transit services; and programs and measures to increase transit service and promote transit use.

Applicable goals and policies have been identified below:

Project Land Use Mix, Density, Design, and Location:

> Goal LU-G-4: Locate new residential growth in or adjacent to mixed-use centers and transit stations to support regional and statewide efforts to encourage sustainable land use planning and smart growth principles.
>
> Policy RC-P-35: Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.
>
> Policy CHS-P-33: Encourage land uses to reduce VMT, prioritizing infill development and incorporating vertical and horizontal mixed-use development, public transit, and active transportation facilities where appropriate, recognizing that the transportation sector is the largest source of GHG emissions in Diamond Bar and in California more broadly.
>
> Policy CHS-P-40: Require the inclusion, where feasible, of provisions for energy-efficient modes of transportation and fixed facilities that establish public transit, bicycle, and pedestrian modes as safe, efficient, and desirable alternatives.

Accessibility and Connections to Transit Services:

> Goal CR-G-13: Support the availability, efficiency, and effectiveness of public transit service.
>
> Policy LU-P-31: Promote convenient, attractive, and safe pedestrian, bicycle, and transit connections between the Transit-Oriented Mixed-Use Neighborhood and surrounding neighborhoods and other destinations within Diamond Bar such as schools, the Town Center, and parks.
>
> Policy LU-P-41: Maximize accessibility for transit, automobiles, cyclists, and pedestrians to the Town Center from surrounding neighborhoods, the Metrolink station, and other Diamond Bar destinations.
>
> Policy CR-P-3: Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling, and transit by improving the safety and accessibility of those modes.

Increased Transit Service and Promotion:

Policy CR-P-24: As opportunities arise, coordinate with local, regional, and State agencies to encourage and support programs that reduce vehicle miles traveled, such as preferential carpool and car share parking, parking pricing, on-site childcare, flexible work schedules, subsidized transit passes, and ridesharing.

Policy CR-P-25: Encourage participation in transportation demand programs, such as those promoting walking, cycling, and transit, through the use of City publications and public displays in order to decrease use of single occupancy vehicles.

Policy CR-P-47: As opportunities arise, coordinate with Foothill Transit, Metrolink, and other transit providers to incorporate real-time information systems at transit stops so that passengers will know when their vehicle is expected to arrive.

Policy CR-P-48: As opportunities arise, work with Foothill Transit to maintain and improve bus stops and shelters, as well as identify areas where service can be improved or expanded to increase system use.

Policy CR-P-49: Create additional pedestrian, bus, and bikeway connections to the Metrolink station to address first- and last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods.

Policy CR-P-51: Support, where feasible, privately funded local transit systems that are accessible for seniors, youths, and individuals with disabilities, to ensure that all community members have the ability to travel while decreasing congestion.

Policy CR-P-52: In areas or on routes between destinations that have been determined to be infeasible for public transit providers to serve, explore the use of programs that subsidize the use of TNCs, alternative transit services, or the City's Diamond Ride program, particularly for populations with special needs, such as seniors, youths, or persons with disabilities, until such a time as mass transit becomes more feasible.

Policy RC-P-35: Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.

Provide a Safe and Comfortable Pedestrian and Bicycle Environment:

Goal CR-G-2: Maintain a street classification system that considers the broad role of streets as corridors for movement but also reflects a Complete Streets concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, including neighborhood schools.

Goal CR-G-12: Improve safety and accessibility for pedestrians and cyclists.

Goal CC-G-12: Establish an inviting and comfortable public realm that encourages pedestrian activity in the Town Center focus area.

Goal CHS-G-1: Achieve more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment.

Policy CR-P-4: Develop traffic calming strategies for Diamond Bar Boulevard between Temple Avenue and Golden Springs Drive in order to provide a safe and comfortable pedestrian-friendly environment along and through the Neighborhood Mixed Use and Town Center Mixed Use areas.

Policy CR-P-14: Prioritize pedestrian movement and safety—through wider sidewalks, more frequent pedestrian crossings, sidewalk bulbouts, median pedestrian refuges, etc.—rather than LOS in Community Character Priority Areas, which are designated for higher density mixed-use development in the General Plan.

Policy CR-P-34: As opportunities arise, collaborate with neighboring jurisdictions and colleges such as Cal Poly Pomona and Mt. San Antonio College to establish a safe and efficient bicycle route between Diamond Bar and these institutions.

Policy CR-P-35: Develop bicycle and pedestrian facility standards for pavement design, signage, and roadway and intersection striping for each functional roadway classification, so streets are accessible by all users and modes.

Policy CR-P-36: Where appropriate, plant street trees and provide landscaping along major pedestrian and bicycle routes to provide shade and barriers between cyclists and motorists, as well as enhance aesthetics.

Policy CR-P-39: Ensure a safe environment for pedestrians and cyclists while allowing for local traffic to access freeways in the Neighborhood Mixed-Use area through the following strategies:

a. Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture along Diamond Bar Boulevard;
b. Implementing traffic calming measures such as reduced vehicle speeds, striping and signage along Diamond Bar Boulevard.
c. Buffering bike lanes across Diamond Bar Boulevard;
d. Enhancing pedestrian crossings of the intersection of Diamond Bar Boulevard and Sunset Crossing Road, at Diamond Bar Boulevard and Highland Valley Road, and at Diamond Bar Boulevard and the SR-60 on/off-ramps; and
e. Incorporating multi-use pathways internal to new development and connecting to existing development.

Policy CR-P-40: Provide for a vibrant Town Center that encourages pedestrian activity and comfort within the Town Center Mixed Use area while accommodating through traffic along Diamond Bar Boulevard through the following strategies:

a. Establishing a new pedestrian-oriented main street or pedestrian pathway in the Town Center;
b. Enhancing the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers;

c. Buffering bike lanes along Diamond Bar Boulevard;
d. Improving crosswalks at the intersection of Diamond Bar Boulevard and Palomino Drive, at Diamond Bar Boulevard and Golden Springs Drive, and where Diamond Bar Boulevard intersections with the driveway to the Town Center; and,
e. Strengthening cyclist and pedestrian connections between the Town Center area and nearby schools to provide safe and convenient routes to the Town Center for students by identifying barriers such as safety hazards and gaps in the bicycle and pedestrian networks and implementing improvements to address those barriers.

Policy CR-P-43: When planning capital improvement programs, ensure that projects incorporate measures that strengthen the protection of cyclists in bike lanes by implementing improvements such as increasing visibility of lane markings and signage, increasing bike lane widths, raising lanes, designing safer intersection crossings and turns, and buffering lanes from traffic wherever feasible, prioritizing bicycle lanes along arterials.

Policy CR-P-44: Enhance bicycle and pedestrian safety and comfort where feasible through means such as:

a. Introducing bicycle- and pedestrian-level street lighting to improve safety at night;
b. Furnishing intersections with crosswalks on all legs of the intersection;
c. Improving pedestrian safety with intersection design features such as improved signal timing, sidewalk bulb-outs, pedestrian refuge islands with "noses" that extend past the crosswalks, advance vehicle stop bars, high visibility crosswalk striping, or decorative paving;
d. Improving bicycle safety with intersection design features such as bicycle detection and signalization, painted bike boxes, and intersection crossing markings;
e. Widening sidewalks, providing planting strips between sidewalks and streets, and providing pedestrian amenities such as shade trees and street furniture; and,
f. Implementing traffic calming measures to reduce vehicle speeds and congestion.

Policy LU-G-23: Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area.

Policy LU-P-40: Study, as necessary, the implementation of safe pedestrian connectivity between the north and south sections of the Town Center Mixed-Use project site and at Lorbeer Middle School.

Policy CC-P-7: Ensure that new development provides an integrated pattern of roadways, bicycle routes and paths, and pedestrian connections within and between neighborhoods that are safe, comfortable, and accessible sidewalks for people of all ages and abilities.

Policy CHS-P-6: Support efforts to improve the conditions for youth walking and bicycling in the areas surrounding schools.

Provide Pedestrian and Bicycle Connections:

Goal CR-G-3: Strive to achieve a finer grained network of streets and pedestrian/bicycle connections as development occurs, especially in focus areas such as the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use Areas.

Goal CC-G-5: Provide an expanded pedestrian and bicycle infrastructure.

Policy CR-P-3: Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling and transit by improving the safety and accessibility of those models.

Policy CR-P-32: Promote pedestrian and bicycle connectivity in existing residential neighborhoods, utility easements, and/or flood control channels, including connections through cul-de-sacs to other streets or community facilities where feasible.

Policy LU-G-13: Maximize multi-modal accessibility to and connectivity within mixed-use areas.

Policy CC-P-44: As the Town Center redevelops, enhance pedestrian connectivity throughout the district through the incorporation of a new "Main Street" within the western portion of the focus area that is off of or set back from Diamond Bar Boulevard.

Policy CHS-P-4: Remove barriers and improve multi-modal mobility throughout the City for all community members by supporting transit, pedestrian, and bicycle connections between residential neighborhoods and major destinations, including parks, civic facilities, school campuses, other educational institutions, employment centers, shopping destinations, parks, and recreation areas, where appropriate.

Policy CHS-P-8: Foster greater connectivity between neighborhoods and uses by reducing physical barriers and implementing strategies that improve comfort and safety, such as improved visibility, lighting, and walkability.

Promote Walkability and Cycling Through Design

Goal CR-G-4: Design roadways serving pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort and walkability, and commercial patronage.

Goal CR-G-5: Develop neighborhood streets and alleys that encourage walking, biking, and outdoor activity through engineering and urban design principles that reduce the potential for speeding and cut-through traffic, which may include traffic calming measures.

Goal CC-G-2: Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.

Goal CC-G-2: Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.

Goal LU-G-14: Foster development of nodes or clusters of mixed-use centers to promote city and neighborhood identity, improve accessibility to stores, parks, natural open spaces, and services, and promote walkable, pedestrian-scaled retail and dining destinations.

Goal LU-G-16: Create a well-designed, pedestrian-friendly, mixed-use neighborhood that encourages community interaction and healthy lifestyles while reducing reliance on automobiles.

Policy CR-P-1: When redesigning streets, plan for the needs of different modes by incorporating elements such as shade for pedestrians, safe pedestrian-friendly crossings / intersections, lighting at the pedestrian scale, bike lanes, signage visible to relevant modes, transit amenities, etc.

Policy CR-P-2: Promote new street designs and efforts to retrofit existing streets in residential neighborhoods to minimize traffic volumes and/or speed as appropriate without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices.

Policy CR-P-12: Balance meeting LOS standards with the need to reduce VMT through maintaining and supporting multimodal connectivity such as transit, bicycling, walking, and by encouraging infill development with a pedestrian-friendly urban design character. walking, and by encouraging infill development with a pedestrian-friendly urban design character.

Policy LU-P-9: Incorporate architectural and landscape design features in new development that creates more pedestrian friendly neighborhoods, such as orientation to the street; set-back, or detached garages; tree-lined streets; and landscaped parkways between streets and sidewalks.

Policy LU-P-17: Promote site designs that create active street frontages and introduce pedestrian-scaled street networks and street designs.

Policy LU-P-37: Utilize buildings and streetscapes to define the public realm and encourage pedestrian activity and comfort.

Policy CC-P-9: Encourage pedestrian orientation in mixed-use development using a variety of site planning and architectural strategies, such as locating and orienting buildings to street frontages, plazas, or pedestrian paseos; providing visual transparency through fenestration; entries and arcades close to the street edge and sidewalk; and/or incorporating porches, patios, or outdoor spaces that overlook or interact with front yards or sidewalks.

Policy CC-P-21: Site plans should be designed to create pedestrian-oriented neighborhoods that follow these guidelines:

a. Buildings should be oriented to the street;
b. Garages and parking areas should be screened and/or located at the side or rear of properties wherever possible; and,
c. Landscaping, sidewalk conditions, and other streetscape elements should be improved during rehabilitation and new construction.

Policy CC-P-45: The design of new development should be pedestrian-oriented, with the majority of building frontages located at the new street edge and with entrances located along the roadway or along pedestrian pathways or public spaces.

Develop Pedestrian and Bicycle Infrastructure:

Goal CR-G-11: Expand and strengthen existing pedestrian and cyclist network and facilities.

Goal CC-G-13: Establish a new pedestrian-oriented "Main Street" within the Town Center focus area lined with retail uses.

Policy CR-P-30: Use Figure 4-2: Proposed Bicycle Network as the overall guide for undertaking bikeway and pedestrian improvements in the community, with the Parks and Recreation Master Plan providing a more detailed implementation strategy.

Policy CR-P-35: Develop bicycle and pedestrian facility standards for pavement design, signage, and roadway and intersection striping for each functional roadway classification, so streets are accessible by all users and modes.

Policy CR-P-37: Ensure that secure and convenient bicycle parking is available at major destinations such as the Town Center, commercial centers, transit stops, schools, parks, multi-family housing, and large employers.

Policy CR-P-45: Routinely review pedestrian and cyclist collision data for type, location, severity, and cause, and develop strategies to prevent these collisions.

Policy CC-P-4: Continue to support community identity with streetscape improvements and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include seating, bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widened and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

Policy CC-P-20: Create pedestrian- and bicycle-only pathways to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership, or topographical challenges.

Policy CC-P-51: Enhance the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers.

Policy CHS-P-5: As opportunities and resources become available, implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for all new developments.

Encourage Pedestrian and Bicycle Modes:

Policy CR-P-25: Encourage participation in transportation demand programs, such as those promoting walking, cycling, and transit, through the use of City publications and public displays in order to decrease use of single occupancy vehicles.

Policy CR-P-38: If warranted by demand, study the feasibility of implementing a bike share program to connect neighborhoods and major destinations, such as the Transit-Oriented, Neighborhood, Town Center, and Community Core Overlay mixed-use areas; local schools and colleges; parks; and commercial centers.

The General Plan 2040 identifies bicycle facilities proposed for development to expand transportation options for residents and provide health and environmental benefits. Within the Planning Area, the General Plan 2040 proposes the following facilities:

- Class IV protected bicycle lanes (bikeways that are physically separated from vehicle traffic and are exclusively for bicycle use) are proposed on Diamond Bar Boulevard, Golden Springs Drive, and Grand Avenue.
- Class III bicycle routes (routes shared with vehicles, typically on low-volume, low-speed streets) are proposed on Prospectors Road north of the 57 / 60 Confluence Area and on sunset Crossing Road east of Prospectors Road. These facilities have not been designed in detail, nor are they funded or programmed for implementation. However, their inclusion in the General Plan serves as a guide as redevelopment occurs and opportunities for implementation arise.

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to transportation. Would the project:

a) Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d) Result in inadequate emergency access?

The Initial Study for this Draft SIR (Appendix B) determined that questions (a), (c), and (d) would not result in a significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address question (b). Therefore, question (b) is addressed herein.

IMPACTS

Impact 3.8.1 Implementation of the refined project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). *(Significant and Unavoidable)*

Pursuant to California SB 743, CEQA Guidelines Section 15064.3, Subdivision (b), transportation impacts must be evaluated based on VMT. The Certified General Plan EIR determined that impacts would be significant and unavoidable in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b), as implementation of the Diamond Bar General Plan 2040 would increase both resident and employee VMT per capita on a citywide basis, even with the City's goals and policies to reduce potential impacts. No mitigation was identified in the Certified General Plan EIR. As with the General Plan 2040, the refined project

would result in significant and unavoidable impacts to transportation in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

The Planning Area is currently adjacent to two regional freeways and is in close proximity to public transit services. To evaluate potential impacts of the refined project, the City Guidelines require that VMT analysis be conducted under baseline conditions, with and without the land use project, and cumulative conditions, with and without the land use project, using the SCAG Model. Work-based VMT and home-based VMT are components of the total VMT resulting from trips to and from a workplace; and labor for the duration of construction activities would result in increased worker trips. Compared to existing conditions, for which the existing land use zoning would produce approximately 19,233 trips per day in the Planning Area, the refined project would increase daily trips by approximately 3,259 (see Table 3.8-1, *Trip Generation Rates Estimates [Existing, No Project, and Refined Project]*).

TABLE 3.8-1
TRIP GENERATION ESTIMATES (EXISTING, NO PROJECT, AND REFINED PROJECT)

Land Use	ITE Land Use*	Rate	Daily	Morning Peak Hour (total)	Afternoon Peak Hour (total)
Existing uses					
Hotel	310	97 rooms	775	45	57
Shopping center	820	475.5 ksf	17,598	399	1,617
Pass by credit (–30%)	NA	NA	(5,279)	(120)	(485)
Total existing			*13,094*	*324*	*1,189*
Additional no project buildout					
Multifamily housing	221	1,350 du	6,129	500	527
*Total Planning Area buildout with current zoning**			*19,223*	*824*	*1,716*
Refined project					
Multifamily housing	221	2,055 du	9.330	760	801
Hotel	310	200 rooms	1,598	92	118
Shopping center	820	446.0 ksf	16,506	375	1,516
Pass by credit (–30%)	NA	NA	(4,952)	(113)	(455)
Total project buildout with refined project			*22,482*	*1,114*	*1,980*
Net increase in trip generation with refined project			***3,259***	***290***	***264***

Notes: ITE = Institute of Transportation Engineers; ksf = 1,000 square feet; du = dwelling unit.
* Accounts for existing land uses + no project buildout based on current land use zoning. The current zoning allows for approximately 1,350 dwelling units (30 units per acre) and approximately 2,940 million square feet for total development, inclusive of residential and commercial uses. Commercial uses are assumed to be unchanged from existing levels.
Source: Appendix F.
Institute of Transportation Engineers. 2021. Trip Generation Manual, 11th Edition.

Based on the City Transportation Guidelines, a project would result in a significant project-generated VMT impact if the baseline or cumulative project-generated VMT per service population exceeds 15 percent below the City baseline VMT per service population. The SCAG model and this analysis take into account the refined project's VMT reduction characteristics. The built environment characteristics of the refined project (i.e., the mix of land uses and the refined project's location) are already designed such that they minimize VMT. In accordance with recommendations from City Transportation Guidelines Appendix D (VMT Reduction Strategies), the refined project would increase residential density, increase development diversity, and provide

affordable housing, all of which contribute to reductions in VMT. The location adjacent to two regional freeways serves to minimize trip length, and the proximity to public transit service also helps to reduce automobile trips. These features are generally captured in the 2020 SCAG model in the transportation analysis and, therefore, their effects on VMT are accounted for in the VMT calculations and impact determinations.

Through the SCAG model, the Transportation Study (Appendix F of the SIR) determined that the City baseline produces 2,926,563 VMT per day based on a service population of 84,196 total residents and employees (Table 3.8-2, *Project-Generated VMT per Service Population*). This provides a City baseline of 34.76 VMT per service population. Using the City Transportation Guidelines thresholds, 15 percent below the City baseline would be 29.55 VMT per service population. Therefore, the refined project would result in a significant impact if it produced a baseline or cumulative project-generated VMT per service population greater than 29.55.

As shown in Table 3.8-2, the baseline project-generated VMT per service population would be 35.42, or 19.9 percent greater than the significance threshold, and the cumulative project-generated VMT per service population would be 35.41, or 19.8 percent greater than the significance threshold. Therefore, prior to mitigation, the refined project would have a significant and unavoidable impact in relation to project-generated VMT.

TABLE 3.8-2
PROJECT-GENERATED VMT PER SERVICE POPULATION

Description	Total Daily VMT	Service Population			VMT per Service Population
		Residents	Employees	Total	
Baseline (no project) citywide VMT per service population*	2,926,563	61,114	23,082	84,196	34.76
Significant impact threshold**					29.55
Baseline project-generated VMT per service population	759,988	19,044	2,411	21,455	35.42
Threshold exceedance					19.9%
Significant impact					**Yes**
Cumulative project–generated VMT per service population**	655,812	16,861	1,661	18,522	35.41
Threshold exceedance					19.8%
Significant impact					**Yes**

Note: VMT = vehicle miles traveled.
* Based on SCAG model baseline no project analysis.
** Based on Transportation Study guidelines for vehicle miles traveled and level of service assessment: 15% below the baseline (no project) citywide VMT per service population.
Source: Appendix F.

In addition to analysis of baseline and cumulative project-generated VMT, the City Transportation Guidelines state that a project's effect on VMT would be considered significant if the cumulative link-level boundary citywide VMT per service population increases under a project's conditions compared to the no project condition. Through the SCAG model, the Transportation Study (Appendix F) determined that cumulative citywide VMT with the no project condition would be 31.64 VMT per service population, while with the refined project, it would be 30.03 VMT per service population (Table 3.8-3, *Citywide VMT per Service Population*).

TABLE 3.8-3
CITYWIDE VMT PER SERVICE POPULATION

Description	Citywide Average Daily VMT	Citywide Service Population	Link-Level Boundary City-Wide VMT per Service Population
Cumulative no project conditions*	2,983,347	94,279	31.64
Cumulative with project conditions	3,007,417	100,142	30.03
Difference			**–5.1%**
Significant impact			**No**

Note: VMT = vehicle miles traveled.
* Based on SCAG model cumulative no project analysis.
Source: Appendix F.

The ratio of VMT to service population is expected to decrease in such a manner because the citywide VMT under the refined project is not expected to increase at the same rate as the population, which would increase at a greater rate due to development in the Planning Area.

The Road Diet and the City's Complete Streets project (being undertaken separately and independently from the refined project) would increase bicycle and pedestrian connectivity with the provision of facilities, making it easier for residents to connect to public transit, reducing single occupancy vehicular traffic on Diamond Bar Boulevard. With improvements to the pedestrian environment and additional width for pedestrians and bicyclists on Diamond Bar Boulevard resulting from the Road Diet and Complete Streets project, the refined project would enhance transit stops for routes stopping within the Planning Area roadway network. As alternative modes are introduced to the area, the additional space created would allow for further improvements, such as enhanced bus shelters. The refined project would result in a decrease of 5.1 percent VMT per service population, resulting in less than significant impacts for citywide VMT prior to mitigation.

As described above, the refined project would result in a significant and unavoidable impact on the basis of project-generated VMT per service population but would result in a less than significant impact on the basis of citywide VMT per service population. The Certified General Plan EIR identified a significant and unavoidable VMT impact on the basis of citywide VMT per service population (which is equivalent to a project-generated VMT per service population impact where the project consists of land use refinements across the whole City). Therefore, as a result of supplemental analysis of impacts on transportation undertaken in this SIR, the land use refinements proposed in the Specific Plan do not result in new or substantially more adverse impacts on transportation in relation to conflicting or being inconsistent with Section 15064.3 of the State CEQA Guidelines than those evaluated for the Certified General Plan EIR. As with the Certified General Plan EIR, based on this analysis and consistent with the thresholds established in the City Transportation Guidelines, the refined project would have a significant and unavoidable impact in relation to baseline and cumulative project-generated VMT. The Certified General Plan EIR did not identify feasible mitigation measures to avoid or reduce impacts resulting in increased per capita VMT resulting from the General Plan 2040 land use development scenario. However, the refined project has identified mitigation measures to reduce baseline and cumulative project-generated VMT impacts to the extent feasible.

The refined project would have less than significant impacts on Citywide VMT. Thus, the refined project does not require the consideration of mitigation measures to reduce impacts on Citywide VMT.

Mitigation Measures

Although the Certified General Plan EIR does not include mitigation measures to reduce impacts in relation to baseline and cumulative project-generated VMT resulting from General Plan 2040, the refined project has identified an additional requirement of developing and implementing a Traffic Demand Management (TDM) Program (MM-TRANS-1) to reduces transportation impacts from increased per capita VMT to the maximum extent feasible.

MM-TRANS-1: TDM Program: The refined project shall incorporate design features and transportation demand management (TDM) measures known to reduce baseline and cumulative project-generated VMT as much as feasible. These features and measures, originally described in the Transportation Study for the Diamond Bar Town Center Specific Plan Project, comprise the project's TDM Program. The TDM Program conforms to VMT mitigation guidelines found in *City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (September 2020).

Some components of the TDM Program consist of physical features of the refined project's design which shall be implemented over the duration of buildout of the refined project. Others which have an operational component will be implemented as early as feasible based on the land use mix and infrastructure as the project is built over time. The City shall designate a TDM Coordinator to oversee implementation and ensure continued operation of the VMT reduction strategies. The TDM Coordinator shall also produce annual monitoring reports describing the TDM strategies implemented under the TDM Program and the effectiveness of the program. The reports shall be submitted to the City for review to ensure that the mitigation obligations described in the TDM Program Plan are fulfilled. The TDM Coordinator position — which may be part-time or full-time as deemed necessary — shall eventually be funded through fees paid by the developers for common area maintenance and management.

Each feature and measure is described in detail below, along with its implementation schedule, measure of effectiveness, and monitoring and reporting requirement:

- Increased Bicycle Access: Through the Road Diet and the City's Complete Streets Project (being undertaken separately from the refined project), the refined project shall incorporate Class IV protected bicycle lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive to upgrade the existing Class II bicycle lanes. This improvement from unprotected to protected bicycle lanes reduces stress for bicyclists and, therefore, encourages bicycles as a mode choice. These bicycle lanes would be implemented as part of the Road Diet, which would dictate its timing. Aside from ensuring it is included in the Road Diet, there is no further monitoring or reporting requirement for this measure.

- Bike Facilities: The TDM Program shall include secure bicycle parking for residents and employees per City requirements. Each application for development under the Diamond Bar Town Center Specific Plan will be required to demonstrate that it provides bicycle parking in accordance with City requirements. The annual monitoring report would summarize how many bicycle parking spaces have been installed within the Planning Area.

- First-Mile / Last-Mile Space: The TDM Program shall dedicate space in a central location for first mile / last-mile solutions such as bike share, scooter share, or a future mode to serve medium-distance trips to larger transit hubs, such as the City of Industry Metrolink Station, located approximately 3.3 miles away. This space, which may be located in a parking structure, a building, or outside, will be set aside and constructed prior to receiving certificate of occupancy for 50% of allowed development (measured in square feet) under the Diamond Bar Town Center Specific Plan. Further, the TDM Coordinator will work with one or more service providers to populate the space with first-mile / last-mile solutions made available to the public. Prior to construction of this space, the annual monitoring report will track the amount of development that has occurred under the Diamond Bar Town Center Specific Plan to ensure the space is provided on schedule. Following its construction, the annual monitoring report will identify the services provided, pricing, and the level of utilization on a monthly basis over the prior year.[3] Based on the Transportation Study, there is no target level of utilization for these services. However, the TDM Coordinator should periodically review the costs and benefits of the program compared with the level of utilization and, if necessary, identify alternative types of services that may be provided within this space to more effectively reduce VMT.

- Improved Pedestrian Network: This TDM Program includes the development of new connections within the Planning Area and connecting to other areas. The refined project would improve pedestrian connectivity within the Planning Area such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade differential. It would improve pedestrian connectivity to the surrounding areas, including by providing a connection to Prospectors Road and the residential neighborhood it serves. These features enhance walkability and accessibility. These pedestrian network connections are fundamental to the design guidelines incorporated into the Diamond Bar Town Center Specific Plan and will be implemented gradually throughout the duration of buildout. There is no further monitoring or reporting requirement for this measure.

- Car Sharing Program or Rideshare Subsidies: The TDM Program shall either provide parking spaces and subsidies for car sharing services such as ZipCar, Car2Go, GetAround, etc. or the TDM Coordinator may develop agreements with one or more rideshare companies (e.g., Uber or Lyft) to provide subsidized rides for eligible residents and employees to or from the Planning Area. Such programs allow residents to forego car ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit are not reasonable options. If the car sharing service option is selected, spaces shall be set aside upon construction of any parking structure in the Planning Area and the TDM Coordinator will work with a service provider to provide a car sharing solution with at least two vehicles. The efficacy of the program shall be measured by the number of uses per month per vehicle. If the vehicles are used an average of two or more times per day, the TDM Coordinator should consider adding to the fleet. If the vehicles are used fewer than one time per day on average, the TDM Coordinator should consider additional marketing or reducing the fleet. If a rideshare agreement is made in lieu of a car sharing service, it shall be implemented prior to receiving a certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific

[3] The TDM Coordinator may work with City staff to establish alternative reporting methodology that may be more appropriate to the types of services ultimately provided.

Plan and would be open to all residents and employees within the Planning Area. The program should target participation on a monthly basis by at least 5% of households and 1% of employees. If participation is below these levels, the TDM Coordinator should consider additional marketing or increasing subsidies. The annual monitoring report will include a summary of the services offered and prices (or subsidy amounts) and a summary of utilization on a monthly basis, including the number of unique users.

- Commute Trip Reduction Marketing & Education: The TDM Program shall implement a marketing campaign for project employees and visitors encouraging the use of transit, shared rides, and active modes to reduce VMT. The TDM Program would target this campaign at employees, residents, and visitors to the Planning Area. This campaign would be implemented following certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan. The annual monitoring reports shall include a copy of all marketing and educational materials and a summary of any outreach efforts from the prior year.

- Employee Parking Cash-out: The TDM Program shall charge employers for employee parking and employers will be required to reimburse employees for the cost of parking if they don't park a car at work. This provides a direct monetary benefit to the employee for choosing alternative travel modes and has been shown to reduce VMT. Paid employee parking cannot begin until parking areas are converted to controlled access which will not occur until one or more parking structures are completed. Therefore, employee parking cash-out shall begin upon commencement of paid employee parking. The efficacy of the employee parking cash-out program should be measured as the ratio of the number of employees taking advantage of the cash-out program to the number of leased spaces by employers. The program should target a 2% participation rate in accordance with the level of employee VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the participation rate as well as information on parking pricing. If the target participation rate is not met, corrective measures should be implemented by the TDM Coordinator, such as enhanced marketing of the program or raising the price of parking.

- Unbundled Residential Parking: The TDM Program shall require parking to be leased to residents separately from their residential unit leases. This makes the cost of automobile storage transparent to residents, provides a direct monetary benefit to living without owning a vehicle, and reduces VMT by encouraging alternate modes of transportation. To ensure effectiveness, the TDM Program shall require pairing with the implementation of a residential parking permit program in nearby residential neighborhoods to avoid shifting project resident parking into those neighborhoods. Unbundled residential parking will be incorporated into any and all residential development under the Diamond Bar Town Center Specific Plan. The efficacy of the unbundled residential parking program should be measured as the ratio of the number of leased residential spaces compared to the parking requirement associated with the residential units, as calculated based on the City Code of Ordinances, Section 22.30.040 accounting for the specific unit mix. The target ratio should be 95% or lower (i.e., 5% lower lease rate than required parking ratio) in accordance with the level of residential VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the residential parking ratio as well as information on parking pricing. If the target ratio is not met, residential parking pricing should be increased and marketing and education efforts to residents regarding alternative modes of transportation should be increased.

Level of Significance after Mitigation

With the implementation of **MM-TRANS-1**, impacts would remain significant and unavoidable in relation to VMT. Table 3.8-4, *TDM Program Measures*, provides a summary of the features and measures of the TDM Program, along with their implementation triggers, efficacy targets, and monitoring requirements.

The ultimate goal of the TDM Program is to reduce VMT in the most effective manner possible, which may require periodic re-evaluation of the program. The TDM Coordinator shall use the information compiled in the annual reports to evaluate the effectiveness of the operational measures and assess when a change is warranted. Any change to the TDM Program must be reviewed and approved by City staff through a determination that it will provide equivalent or greater VMT reduction than the measure(s) being replaced.

Certain elements of the TDM Program, such as the provision of bicycle facilities and the improved pedestrian network, are physical features that would be designed as the Planning Area is built out. Other features, such as the Ride Sharing Program, would not be effective until a significant number of residential units and commercial space have been constructed and occupied, to provide population density to use these services.

Each VMT individual reduction strategy in the VMT Program would have varying levels of effectiveness at reducing baseline and cumulative project-generated VMT:

- Increased Bicycle Access: The VMT Reduction Strategies report a change in bicycle mode share and, thus, a decrease in VMT, proportional to the decrease in distance to an existing bicycle facility. Because the extents of the proposed Class IV protected bicycle lanes would be entirely within the boundaries of the Planning Area, this feature is not expected to materially change refined project bicycle usage and, therefore, is assumed not to reduce VMT.

- Bike Facilities: There are a limited number of destinations within biking distance of the Planning Area, especially given the topography of the vicinity (i.e., it is a hilly area). Therefore, it is conservatively assumed that there would be no material reduction in VMT.

- First-Mile / Last-Mile Space: As with the provision of other bicycle facilities above, it is conservatively assumed there would be no material reduction in VMT as a result of this feature.

- Improved Pedestrian Network: This feature reduces residential and employment VMT by up to 2 percent, though given the suburban residential density in the surrounding vicinity and the lack of nearby commercial destinations, this feature is only assumed to reduce VMT by 1 percent.

- Car Sharing Program: This feature could reduce VMT by 32.8 percent multiplied by the percentage of residents and employees eligible and expected to participate. Conservatively assuming 2 percent of the residents and 1 percent of employees participate (consistent with the expected participation rate from the Transportation Study), this would result in a VMT reduction of approximately 0.66 percent for residential VMT and 0.33 percent for employee VMT.

- Commute Trip Reduction Marketing & Education: This feature could reduce VMT by 4 percent multiplied by the percentage of employees eligible. Conservatively assuming 50 percent of employees are eligible, this would result in a VMT reduction of approximately 2 percent for employee VMT.

- Employee Parking Cash-out: This feature could reduce VMT by 3.7 percent multiplied by the percentage of employees eligible. Conservatively assuming 50 percent of employees are eligible, this would result in a VMT reduction of approximately 1.9 percent for employee VMT.

- Unbundled Residential Parking: This feature could reduce VMT by the percentage change in vehicle cost 4 times an elasticity factor of 0.4 times an adjustment factor of 0.85. Conservatively assuming $100 per month for parking, this would result in residential VMT reduction of approximately 4.6 percent.

- Ride Sharing Program: This feature could reduce VMT by 54.5 percent multiplied by the percentage of employees eligible and expected to participate. Conservatively assuming 2 percent of the employees participate (consistent with the expected participation rate from the Transportation Study), this would result in a VMT reduction of approximately 1.09 percent for employee VMT.

- Diamond Ride: While this program is similar to a car-sharing program as described in the VMT Reduction Strategies, because it is targeted at residents who are generally unable to drive on their own, it is assumed not to reduce VMT.

- Discounted Transit Passes: This feature could reduce VMT proportional to the fare subsidy (20 percent) and transit mode share. Based on this formula, this measure would result in a VMT reduction of approximately 0.09 percent for resident VMT.

TABLE 3.8-4
TDM PROGRAM MEASURES

TDM Program Measure	Percent Reduction in VMT per Capita [a]		Implementation Trigger	Target Efficacy	Monitoring Requirement
	Residents	Employees			
Increased Bicycle Access	n/a	n/a	Implemented with Road Diet	n/a	none
Bike Facilities	n/a	n/a	Installed with each project development	n/a	Number of installed spaces
First-Mile / Last-Mile Space	n/a	n/a	Prior to 50% project completion	n/a	Report services offered, prices, and monthly utilization
Improved Pedestrian Network	1.00%	1.00%	Implemented throughout buildout	n/a	none
Car Sharing Program - or – Ride Sharing Program	0.66%	0.33%	Upon completion of first parking structure	1–2 uses per vehicle per day	Report services offered, prices, and monthly utilization
	n/a	1.09%	Upon reaching 30% project completion	5% monthly household utilization / 1% monthly employee utilization	
Commute Trip Reduction Marketing & Education	n/a	2.00%	Upon reaching 30% project completion	n/a	Provide copy of materials and summary of outreach efforts
Employee Parking Cash-Out	n/a	1.90%	Upon commencement of paid employee parking	2% employee participation	Report on employee participation and parking pricing
Unbundled Residential Parking	4.60%	n/a	Upon development of residential uses	5% lower lease rate than total required parking	Report on residential parking lease rate and parking pricing

Note: VMT = Vehicle Miles Traveled; TDM = Transportation Demand Management; n/a = not applicable.
[a] Reductions as assumed in Table 5 of the Transportation Study (Appendix F) based on: California Air Pollution Control Officers Association (CAPCOA). December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

The overall VMT reduction from implementation of the individual measures in the TDM Program would be 4.69 percent for residents and 4.91 percent for employees (Appendix F). Using the original estimates of cumulative and baseline project-generated VMT per service population (Table 3.8-5, *Project-Generated VMT per Service Population with Mitigation*), these percentages were applied to estimate impacts of the refined project with MM-TRANS-1.

TABLE 3.8-5
PROJECT-GENERATED VMT PER SERVICE POPULATION WITH MITIGATION

Description	Total Daily VMT			VMT per Service Population^
	Residents	Employees	Total	
Baseline project-generated VMT per service population				
VMT total without mitigation (see Table 3.8-2)	682,575	77,413	759,988	35.42
VMT reduction with mitigation*	-31,984	-3,801	-35,785	33.75
VMT after mitigation	650,590	73,613	724,203	
Greater than significant impact threshold (29.55 VMT per service population) **				Yes
Cumulative project-generated VMT per service population				
VMT total without mitigation (see Table 3.8-2)	602,630	53,182	655,812	35.41
VMT reduction with mitigation*	-28,238	-2,611	-30,850	33.74
VMT after mitigation	574,392	50,571	624,962	
Greater than significant impact threshold (29.55 VMT per service population) **				**Yes**

Note: VMT = vehicle miles traveled.
^ Calculated with service populations provided in Table 3.8-1.
* Based on VMT reduction of 4.69% for residential VMT and 4.91% for employee VMT.
** Based on Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment: 15% below the baseline (no project) citywide VMT per service population.
Source: Appendix F.

As shown in Table 3.8-5, of the 759,988 baseline project-generated VMT, 682,575 VMT are attributable to residents and 77,413 VMT are attributable to employees. The TDM Program would reduce resident VMT by 31,984 and employee VMT by 3,801. With this reduction, the baseline project-generated VMT for the refined project with MM-TRANS-1 would be 724,203, or 33.75 VMT per service population. This remains above the significant impact threshold of 29.55 VMT per service population and, therefore, the refined project would have a significant and unavoidable impact with respect to baseline project-generated VMT per service population.

Of the 655,812 cumulative project-generated VMT, 602,630 VMT are attributable to residents and 53,182 VMT are attributable to employees. The TDM Program would reduce resident VMT by 28,238 and employee VMT by 2,611. With this reduction, the cumulative project-generated VMT for the refined project with MM-TRANS-1 would be 624,962, or 33.74 VMT per service population. This remains above the significant impact threshold of 29.55 VMT per service population and, therefore, the refined project would have a significant and unavoidable impact with respect to cumulative project-generated VMT per service population.

As the refined project would result in less than significant impacts prior to mitigation in relation to citywide VMT, analysis of citywide VMT after mitigation was not conducted.

With the implementation of **MM-TRANS-1,** impacts would remain significant and unavoidable in relation to baseline and cumulative project-generated VMT. Unlike the Certified General Plan EIR, the implementation of **MM-TRANS-1** with the refined project would reduce impacts to the maximum extent feasible. The refined project would have a significant and unavoidable impact in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) for per service population, but it would not result in new or substantially more adverse impacts on transportation than those evaluated for the Certified General Plan EIR.

3.9 Utilities and Service Systems

This section assesses whether the refined project may have a new significant impact to utilities and service systems or a substantial increase in the severity of a previously identified significant impact compared to those identified and analyzed in the Utilities and Service Systems section of the Certified General Plan EIR for the General Plan 2040, as amended.

The analysis of utilities and service systems consists of a description of the existing conditions at the refined project study area; a summary of the regulatory framework that guides the decision-making process; and anticipated impacts, mitigation measures, and level of significance after mitigation.

Environmental Setting

An initial study was prepared, based on existing available information, to assess the potential for the Specific Plan to result in new or substantially more adverse impacts on utilities and service systems than those evaluated for the Certified General Plan EIR for the Planning Area. As a result of the initial study assessment, pursuant to Section 15162(1) of the State CEQA Guidelines, it was determined that the refined project would not require major revisions of the Certified General Plan EIR due to the involvement of new environmental effects or a substantial increase in the severity or previously identified environmental effects on utilities and service systems in relation to the generation of solid waste that would impact capacity, attainment, or reduction of agency goals or statutes. The Certified General Plan EIR resulted in a determination that the General Plan 2040 would result in significant and unavoidable impacts on utilities and service systems in relation to requiring the relocation or construction of wastewater, stormwater, electrical, natural gas, and telecommunication facilities; insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and adequate capacity to serve the projects projected demand in addition to the provider's existing commitments. As a result of the initial study assessment, it was determined that supplemental analysis of utilities and service systems would be needed to evaluate the criteria pursuant Section 15162(1) of the State CEQA Guidelines in relation to potential for the land use refinements considered in the Specific Plan to result in new or substantially more adverse impacts on utilities and service systems, in relation to requiring the relocation or construction of wastewater, stormwater, electrical, natural gas, and telecommunication facilities; insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and adequate capacity to serve the projects projected demand in addition to the provider's existing commitments, than those evaluated for the Certified General Plan EIR, requiring the consideration of revised finding of significance or the consideration of new mitigation measures.

WATER

Water Supply

The Planning Area is served by the Walnut Valley Water District (WVWD). The majority of the water supply is imported due to a lack of local groundwater. WVWD currently imports all of its potable water from the Metropolitan Water District of Southern California (MWD). MWD obtains surface water from the Colorado River and Northern California via the Colorado River Aqueduct and California Aqueduct, respectively. The City of Diamond Bar and its water supplier, WVWD, import all potable water due to limited availability locally as well as non-potability of local

groundwater due to high levels of total dissolved solids and nitrates. However, WVWD has recently developed three potable groundwater projects (La Habra Heights County Water District Pipeline Project, California Domestic Water Company Project, and the Pomona Basin Regional Groundwater Project).[1]

WVWD's service area encompasses 29 square miles of the San Gabriel Valley, including the City of Diamond Bar, portions of the cities of Industry, Walnut, West Covina, Pomona, and unincorporated land including Rowland Heights. In data from 2019, the WVWD maintains 23 water reservoirs, nine pump stations, 26 pressure regulating stations, 238.6 miles of distribution and transmission pipeline, and four connections for importing water. Additionally, WVWD maintains water distribution and storage for recycling water using two water reservoirs, two pump stations, six wells, and 8.37 miles of distribution pipelines. Eighty percent of water uses from 2015 were from single- and multi-family residences. Water use is expected to increase through the 2035 WVWD system.[2]

Groundwater

The Planning Area is located within the lower San Jose Creek sub watershed. The San Gabriel Valley Basin is bound to the north by the Raymond Basin and the San Gabriel Mountains; to the east by the Upper Santa Ana Valley – Chino Basin; to the south by the Puente Hills and Orange County; and to the west by Coastal Plain of Los Angeles – Central Basin and the San Fernando Valley Basin.[3]

Groundwater directly under and surrounding the Planning Area is impaired for total dissolved solids and nitrates and is not potable. The City of Diamond Bar currently imports all of its potable water resources from the California and Colorado River Aqueducts, through a contract with the MWD. WVWD currently operates six groundwater production facilities that supply the recycled water system, which are used for irrigation and grey water systems. These production facilities are anticipated to supply water used for landscaping within the Planning Area. There are no groundwater recharge areas or groundwater extraction wells in the refined Planning Area.[4]

Stormwater

The Planning Area is part of the Los Angeles County Public Works storm drain system. The City of Diamond Bar has implemented measures to initiate storm water pollution reduction programs.[5] The refined Planning Area is served by stormwater drains that convey stormwater away from the site and prevent flooding by carrying excess rainwater away from streets. Many storm drains and catch basins cross under the Planning Area.[6] The local storm drain system generally consists of a series of catch basins and reinforced concrete pipes/boxes that convey stormwater runoff to other major flood control channels. The local storm drain system conveys water to one of three major flood control channels: the San Jose Creek, Diamond Bar Creek, and the Brea Canyon Channel. These major flood control channels are owned and maintained by the LACFCD. The

[1] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities; Water.

[2] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities; Water.

[3] Groundwater Basin Boundary Assessment tool. N.d. https://gis.water.ca.gov/app/bbat/

[4] Los Angeles County Public Works Well Mapper. 2022. https://dpw.lacounty.gov/general/wells/.

[5] City of Diamond Bar, Stormwater. N.d. https://www.diamondbarca.gov/413/Storm-Water

[6] Los Angeles County Public Works. N.d. Los Angeles County Storm Drain System. https://pw.lacounty.gov/fcd/StormDrain/index.cfm. December 3, 2023.

local storm drain system is in good standing with no known major system deficiencies.[7] Currently, impervious surfaces in the refined Planning Area consist of buildings and paved areas, primarily parking lots and streets, which are impermeable and do not allow for stormwater to percolate into the soil beneath the pavement. Stormwater which drains off the impervious surface areas is conveyed by gutters and catch basins into the system of storm drains surrounding the Planning Area. The City has adopted Stormwater Management Plans (SWMPs) (Diamond Bar City Code Title 8 Chapter 12, Division 5 – Stormwater and Urban Runoff Pollution Control) requiring new development to meet the National Pollutant Discharge Elimination System (NPDES) requirements (including those related to storm drain and water discharge from a Planning Area) through Best Management Practices (BMPs).

Regulatory Setting

FEDERAL

Federal Clean Water Act

The Federal Water Pollution Control Act of 1972, otherwise known as the Clean Water Act (CWA; 33 U.S. Code [USC] §1251) established the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters.[12] Under the CWA, the U.S. Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industries and surface waters. Relevant portions of the Clean Water Act are:

- Section 303(d), which requires states, territories, and authorized tribes to develop a list of water quality limited segments of rivers and other water bodies in their jurisdiction that do not meet water quality standards. The law requires the jurisdictions to develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality.

- Section 401, which requires any activity which could result in a discharge into a Water of the United States to obtain a water quality certification for the proposed activity ensuring that it will comply with applicable water quality standards.

- Section 402, which regulates point-source discharges to surface water through the NPDES program. In California, this program is regulated by the State Water Resources Control Board (SWRCB) and implemented by Regional Water Quality Control Boards (RWQCBs). The program provides general permits which cover similar or related activities from construction sites, municipalities, or industrial sites or individual permits.

- Section 404, which establishes a permit program, administered by the United States Army Corps of Engineers to regulate the discharge of dredge or fill materials into Waters of the U.S., including wetlands.

[7] City of Diamond Bar. 2017. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[12] California Water Boards. N.d. Fact Sheet: Water Quality Control Policy for Siting, Design, Operation and Maintenance of Onsite Wastewater Treatment Systems (OWTS Policy). http://www.waterboards.ca.gov/water_issues/programs/owts/index.shtml (accessed November 30, 2023).

Safe Drinking Water Act (SDWA)

The SDWA (Public Law 93–523) regulates the quality of drinking water in the United States. The law requires actions to protect drinking water and its sources—rivers, lakes, reservoirs, springs, and groundwater wells—and applies to public water systems serving 25 or more people. It authorizes the U.S. EPA to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants. In addition, it oversees the states, municipalities, and water suppliers that implement the standards.

U.S. EPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. The U.S. EPA's goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (NPDWRs, or primary standards) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems.

Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. The U.S. EPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards.

In July 2014, implementation of the SDWA was transferred from the California Department of Public Health (DPH) to State Water Resources Control Board, Division of Drinking Water (DDW). DDW also now oversees the operational permitting and regulatory oversight of public water systems. DDW requires public water systems to perform routine monitoring for regulated contaminants that may be present in their drinking water supply. To meet water quality standards and comply with regulations, a water system with a contaminant exceeding an MCL must notify the public and remove the source from service or initiate a process and schedule to install treatment for removing the contaminant. Health violations occur when the contaminant amount exceeds the MCL or when water is not treated properly. In California, compliance is usually determined at the wellhead or the surface water intake. Monitoring violations involve failure to conduct or to report in a timely fashion the results of required monitoring.

In addition, DDW conducts water source assessments, oversees water recycling projects, permits water treatment devices, certifies water system employees, promotes water system security, and administers grants under the State Revolving Fund and State bonds for water system improvements.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA)[13] gives the U.S. EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of nonhazardous solid wastes.

[13] Environmental Protection Agency. N.d. Resource Conservation and Recovery Act (RCRA) Overview. Resource Conservation and Recovery Act (RCRA) Overview | US EPA. (accessed November 30, 2023).

STATE

State Water Resources Control Board

The SWRCB is involved in the regulation of a number of activities that are relevant to the consideration of the refined project. Stormwater discharges that are composed entirely of runoff from qualifying construction activities may require regulation under the General Construction Activity Storm Water Permit issued by the SWRCB. Construction activities that qualify include clearing, grading, excavation, reconstruction, and dredge-and-fill activities that result in the disturbance of at least one acre and less than five acres of total land area. The evaluation of the refined project does not generate the need for compliance with the Construction General Permit. Additionally, the refined project would require the consideration of a Standard Urban Stormwater Management Plan (SUSMP) as part of compliance with the NPDES General Construction Activity Storm Water Permit to reduce water quality impacts to the maximum extent practicable. A SUSMP is a report that includes one or more site maps, an identification of construction activities that could cause pollutants to enter the stormwater, and a description of measures or BMPs to control these pollutants to the maximum extent practicable.[8]

SB X7-6, Groundwater

Passed into law in November 2009, SB X7-6, Groundwater (Section 12924 of the Water Code) required statewide collection and publication of groundwater elevations for the first time in California's history. SB X7-6 directs local agencies, with the assistance of the California Department of Water Resources (DWR), to monitor and report the elevation of their groundwater basins to help manage the resource better during both average water years and drought conditions. In response to passing SB X7-6, the DWR developed the CASEGEM program and the CASGEM online system for collecting and evaluating groundwater data on a statewide scale. CASEGEM works with local entities to collect and maintain data, which can be publicly accessed.[9] This data is now used to inform the three-bill legislative package, signed into law on September 16, 2014, and collectively known as the Sustainable Groundwater Management Act (SGMA).[10]

Sustainable Groundwater Management Act

The 2014 SGMA set forth a statewide framework to help protect groundwater resources long term. SGMA requires local agencies to form groundwater sustainability agencies (GSAs) for the high and medium priority basins. The Planning Area is not located within a high- or medium-priority basin.

[8] California Water Boards. N.d. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html (accessed December 1, 2023).

[9] California Department of Water Resources. N.d. California Statewide Groundwater Elevation Monitoring (CASGEM). https://water.ca.gov/programs/groundwater-management/groundwater-elevation-monitoring--casgem#:~:text=Senate%20Bill%20x7%2D6%2C%20passed,and%20the%20CASGEM%20Online%20System (accessed November 30, 2023).

[10] California Department of Water Resources. N.d. California Statewide Groundwater Elevation Monitoring (CASGEM). https://water.ca.gov/programs/groundwater-management/groundwater-elevation-monitoring--casgem#:~:text=Senate%20Bill%20x7%2D6%2C%20passed,and%20the%20CASGEM%20Online%20System (accessed November 30, 2023).

SB X7-7, Water Conservation Act

Passed into law November 2009 the water conservation act of 2009 requires that all water suppliers increase their water use efficiency through 18 actions, called “projects” which affect urban water suppliers and agricultural water suppliers. The act aims to reduce per-capita water use within the service areas of urban water agencies by 20 percent relative to their use over the previous 10 to 15 years.

California Urban Water Management Planning Act

Enacted in 1983, the Urban Water Management Planning Act is intended to support conservation and efficient use of urban water supplies at the local level. The act requires that total projected water use shall be compared to supply sources over the next 20 years in 5 year increments taking into consideration single- and multiple-dry water years and include a water recycling analysis that incorporates a description of the wastewater collection and treatment system within the agency’s service area. The act requires that applicable urban water suppliers prepare and adopt an Urban Water Management Plan (UWMP) and update it every 5 years.

California Water Action Plan

The California Water Action Plan (CWP), released by Governor Brown in January 2014, is a roadmap for the first 5 years, 2014 to 2019, of the state’s journey toward sustainable water management. The California Water Action Plan has been developed to meet three broad objectives: more reliable water supplies; the restoration of important species and habitat; and a more resilient, sustainably managed water resources system (water supply, water quality, flood protection, and environment) that can better withstand inevitable and unforeseen pressures in the coming decades.

The CWP, last updated in 2023, provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future. The plan, updated every five years, presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The CWP also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The evaluations and assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for several decades to come.

The CWP is updated every 5 years as a part of California's strategic plan for sustainably and equitably managing developing water resources. The CWP Update 2023 update promotes climate resilience across regions and water sectors with a statewide vision, clear goals, a watershed planning framework and toolkit, as well as progress tracking dashboard indicators. Additionally, the plan includes updates for resource management strategies, regional planning and performance tracking, technical and policy related activity, and more.[11]

[11] California Department of Water Resources. N.d. California Water Plan Update 2023. https://water.ca.gov/Programs/California-Water-Plan/Update-2023 (accessed November 30, 2023).

California Department of Resources Recycling and Recovery

California Department of Resources Recycling and Recovery (CalRecycle) was developed to reduce waste and promote the management of all materials to their highest and best use, and to protect public health and safety, as well as the environment.

SBs 610 and 221

SB 610 and SB 221 became effective January 1, 2002, amending Sections 10910–10915 of the State Water Code, and requiring that counties and cities consider the availability of adequate water supplies for certain new large development projects. These statutes require that cities and counties obtain from the local water supplier written verification of sufficient water supply to serve proposed large development projects in their jurisdiction. In compliance with both SB 610 and SB 221, a document known as an Urban Water Management Plan (UWMP) is prepared. This foundational planning document can be used by the water supplier to meet standards of both SB 610 and SB 221.[12] The recently enacted SB 1262 amends SB 610 and SB 221 to also consider the recently enacted Sustainable Groundwater Management Act and requires new developments to provide additional information specific to groundwater resources in the water supply assessment.[13]

A Water Supply Assessment (WSA) was prepared for the refined project and is included as Appendix H to this Draft SIR. The purpose of the WSA is to evaluate and confirm WVWD's ability to provide all public utility water services to the refined project. The reliability of future water supplies available to WVWD is based on WVWD's access to imported water supplies and local groundwater. The WSA evaluated all of WVWD's available water supply sources and projected water demands within its service area, including the Planning Area.

REGIONAL

Urban Water Management Plans

Under California Water Code Division 6, Part 2.6, Section 10608-10657, the Urban Water Management Planning Act (UWMPA) requires urban water suppliers that supply more than 3,000 acre-feet of water annually, or serve more than 3,000 connections, to submit a UWMP. The UWMP is a public document prepared by water suppliers to support their long-term resource planning over a 20-year period and ensure adequate water supplies are available to meet existing and future water demands. The UWMP must be submitted to the DWR every 5 years and must demonstrate progress toward reduction in 20 percent per capita urban water consumption by the year 2020, as required in the Water Conservation Bill of 2009, Senate Bill X7-7. The preparation of the plan includes guidebook, workshops, and programming for comprehensive strategies to conserve water. The current requirements for preparing the UWMP are consistent with the CWC and recommended organization provided in DWR's Final "Urban Water Management Plan Guidebook 2020," dated March 2021.[14]

[12] California Water Library. N.d. https://cawaterlibrary.net/document/guidebook-for-implementation-of-sb-610-and-sb-221-to-assist-water-suppliers-cities-and-counties-in-integrating-water-and-land-use-planning/ (accessed December 3, 2023).

[13] California Legislative Information. N.d. SB-1262 Water Supply Planning. https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB1262 (accessed December 3, 2023).

[14] Walnut Valley Water District. N.d. Final 2020 Urban Water Management Plan. https://walnutvalleywater.gov/wp-content/uploads/2023/03/FINAL-Walnut-Valley-Water-District-2020-UWMP.pdf (accessed December 1, 2023).

LOCAL

Water Quality Control Plan for the Los Angeles Region

The RWQCB has prepared a Water Quality Control Plan for the Los Angeles Region (Basin Plan), which encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). In addition, the Los Angeles region includes all coastal waters within 3 miles of the continental and island coastlines. As the eastern boundary, formed by the Los Angeles County line, departs somewhat from the hydrologic divide, the Los Angeles and Santa Ana regions share jurisdiction over watersheds along their common border. The first essentially complete Basin Plan, which was established under the requirements of California's 1969 Porter-Cologne Water Quality Control Act (Section 13000 [Water Quality] *et seq*. of the California Water Code), was adopted in 1975 and revised in 1984. The latest version was adopted in 1994. Since 1994, the Basin Plan has had numerous amendments adopted and more current background, program, and geological information has become available.

The Basin Plan assigned beneficial uses to surface and groundwater such as municipal water supply and water-contact recreation to all waters in the basin. It also set water quality objectives, subject to approval by the U.S. EPA, intended to protect designated beneficial uses. These objectives apply to specific parameters (numeric objectives) and general characteristics of the water body (narrative objectives). An example of a narrative objective is the requirement that all waters must remain free of toxic substances in concentrations producing detrimental effects upon aquatic organisms. Numeric objectives specify concentrations of pollutants that are not to be exceeded in ambient waters of the basin.

The Los Angeles RWQCB is involved in the regulation of a number of activities that are relevant to the consideration of the refined project:

- Prepares, monitors compliance with, and enforces Waste Discharge Requirements, including NPDES permits;
- Implements and enforces local stormwater control efforts;
- Enforces water quality laws, regulations, and waste discharge requirements; and
- General Construction Activity Stormwater Discharges.

UWMP

The refined project is served by the WVWD, which was founded in 1952 to supply the residents of Walnut Valley with a supply of drinking water. WVWD maintains 17 pump stations, 32 reservoirs, and 434 miles of distribution mains to maintain reliable water sources. Drinking water and recycled water is provided to nearly 100,000 residents throughout the City of Diamond Bar, other portions of local cities, and the unincorporated area of Rowland Heights. The WVWD is classified as an "urban water supplier", as it serves more than 3,000 customers and it supplies more than 3,000 acre-feet of water annually to its customers for municipal purposes. Under this definition of "urban water supplier," the WVWD is required to prepare a UWMP.[15,16]

[15] Walnut Valley Water District. N.d. 2020 Urban Water Management Plan. https://walnutvalleywater.gov/wp-content/uploads/2023/03/FINAL-Walnut-Valley-Water-District-2020-UWMP.pdf (accessed December 1, 2023).

[16] Walnut Valley Water District. N.d. About Us. https://walnutvalleywater.gov/about-us/ (accessed December 1, 2023).

The WVWD's current and projected water demands are provided in 5-year increments over the next 25 years. The most recent plan was adopted in 2020 as an update to the district's 2015 Plan. The WVWD's UWMP is considered to be a standalone document, along with the district's 2020 Water Storage Contingency Plan (WSCP) document.[17]

City of Diamond Bar Low Impact Development (LID) Ordinance No. 11 (2013)

The objective of this ordinance is to establish requirements for construction activities and facility operations of Development and Redevelopment projects, lessen water quality impacts of development by using growth practices, and integrate LID practices and standards for stormwater pollution mitigation. Development projects subject to the Permittee conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of projects are:

(1) All development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.

(2) Industrial parks 10,000 square feet or more of surface area.

(3) Commercial malls 10,000 square feet or more of surface area.

(4) Retail gasoline outlets with 5,000 square feet or more of surface area.

(5) Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of surface area.

(6) Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.

(7) Streets and roads construction of 10,000 square feet or more of impervious surface area. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.

(8) Automotive service facilities (Standard Industrial Classification (SIC) of 5013, 5014, 5511, 5541, 7532—7534 and 7536—7539) 5,000 square feet or more of surface area.

(9) Projects located in or directly adjacent to, or discharging directly to an environmentally sensitive area (ESA), where the development will:

    a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and
    b. Create 2,500 square feet or more of impervious surface area

(10) Single-family hillside homes.

(11) Redevelopment projects.

[17] Walnut Valley Water District. N.d. 2020 Urban Water Management Plan. https://walnutvalleywater.gov/wp-content/uploads/2023/03/FINAL-Walnut-Valley-Water-District-2020-UWMP.pdf (accessed December 1, 2023).

a. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories.
b. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated.
c. Where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.
d. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area arid maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.
e. Existing single-family dwelling and accessory structures are exempt from the Redevelopment requirements unless such projects create, add, or replace 10,000 square feet of impervious surface area.

The ordinance requires construction activities and facility operations of Development and Redevelopment projects to comply with the specific requirements, and integral LID practices and standards for stormwater pollution mitigation. The requirements include design that controls pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest use.

The City has established specific LID requirements for projects that will be taken into consideration in the design and development of the project:

1. A new single-family hillside home development shall include mitigation measures to:

    a. Conserve natural areas
    b. Protect slopes and channels
    c. Provide storm drain system stenciling and signage
    d. Divert (or e. direct) roof runoff to vegetated areas before discharge unless the diversion would result in slope instability.

2. Street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance.

3. The remainder of the Planning Priority Projects shall prepare a LID Plan to comply with the following:

    a. Retain stormwater runoff for the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:
        i. The 85th percentile 24-hour runoff event as determined from the Los

Angeles County 85th percentile precipitation isohyetal map; or

ii. The volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.

b. Minimize hydromodification impacts to natural drainage systems as defined in Order R4-2012-0175.

c. To demonstrate technical infeasibility, the project applicant must demonstrate that the project cannot reliably retain 100 percent of the SWQDv on-site, even with the maximum application of green roofs and rainwater harvest and use, and that compliance with the applicable post construction requirements would be technically infeasible by submitting a site-specific hydrologic and/or design analysis conducted and endorsed by a registered professional engineer, geologist, architect, and/or landscape architect. Technical infeasibility may result from conductions including the following:

   i. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour, and it is not technically feasible to amend the in-situ souls to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.

   ii. Locations where seasonal high groundwater is within five to ten feet of surface grade;

   iii. Locations within 100 feet of a groundwater well used for drinking water;

   iv. Brownfield development sites or other locations where pollutant mobilization is a documented concern;

   v. Locations with potential geotechnical hazards;

   vi. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.

d. If partial or complete onsite retention is technically infeasible, the Planning Area may biofiltrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Biofiltration BMPs must adhere to the design specifications provided in Order No. R4-2012-0175.

   i. Additional alternative compliance options such as offsite infiltration and groundwater replenishment projects may be available to the Planning Area. The Planning Area should contact the DIAMOND BAR to determine eligibility.

e. The remining SWQDv that cannot be retained or biofiltered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant specific benchmarks as required. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:

   i. 0.2 inches per hour, or

   ii. The one year, one hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.[18]

[18] City of Diamond Bar. 2013. Ordinance No. 11. https://library.municode.com/ca/diamond_bar/ordinances/code_of_ordinances?nodeId=619802 (accessed December 4, 2023).

Impact Analysis

THRESHOLDS OF SIGNIFICANCE

The State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impacts to Utilities and Service Systems. For the purposes of this SIR, a significant adverse impact would occur if implementation of the refined project would:

a. Require or result in the relocation or construction of new of expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects;
b. Have insufficient 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 that serves or may serve the project that it does not have adequate capacity to serve the projects 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; or
e. Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Initial Study for this Draft SIR (Appendix B) determined that questions (d) and (e) would not result in a new significant impact and, therefore, further analysis would not be warranted. However, the Initial Study determined that additional analysis was necessary to address questions (a), (b), and (c). Therefore, questions (a), (b), and (c) are addressed herein.

METHODOLOGY AND ASSUMPTIONS

The refined project was proposed in an update to the General Plan 2040. Utility and service system impacts in the General Plan 2040 were addressed prior to the inclusion of the refined project. Thus, analysis in the section was undertaken to determine the impact to utilities and service systems that was previously unaddressed in the resource conservation section of the General Plan. This SIR addresses projected utility and service system impacts in relation to construction and operation of the refined project.

The impacts of the refined project are determined by review of the goals and policies set by the General Plan as well as state, local, and federal regulations relating to water usage, wastewater treatment, and stormwater management.

With respect to water supplies, a WSA was prepared for the refined project (Appendix H) in coordination with the WVWD and in compliance with California Water Code Division 6, Part 2.10, Sections 10910-10915 (Water Supply Planning to Support Existing and Planned Future Use). A summary of the findings of the WSA are presented herein.

IMPACTS

Impact 3.9.1 Implementation of the refined project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage facilities, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. ***(Less than Significant)***

The refined project would result in less than significant impacts in relation to 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. The refined project proposes approximately 705 more residential units, 103 more hotel rooms, 40,000 square feet more open space, and 64,000 square feet less commercial space when compared to the project analyzed in the Certified General Plan EIR. The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would result in less than significant impacts relating to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Construction of Water Treatment Facilities

The Certified General Plan EIR states that water usage has generally declined since 1993 despite the continued increase in the total number of accounts. This can be attributed to greater water efficiencies, such as an increase of recycled water usage per the UWMP planned through 2035, and demand Management Measures to enforce responsible water use, within the Planning Area.

The Planning Area is served by the WVWD. The majority of the water supply is imported because of a lack of local potable groundwater (see Section 2.10, *Hydrology and Water Quality*, in Appendix B, *Initial Study*). As determined in the Certified General Plan EIR, although drought conditions will continue to pose potential issues for water supply demand, a “drought-proof” recycled water system is used by parks and schools to ease overall demand on the WVWD potable water system. Additionally, the refined project will adhere to policies which promote water conservation (Diamond Bar Code of Ordinances § 8.14.010). Through various water conservation measures, the City’s average annual water usage from 2010 to 2015 steadily decreased. In the City of Diamond Bar General Plan Update Existing Conditions Report – Volume III, it was projected that by 2035, the water supply will be approximately 22,358 acre-feet (AF), while usage will be approximately 21,462 AF. In addition, the WSA (Appendix H) indicates that sufficient water supplies can be reasonably concluded to be fully reliable and available to meet WVWD’s existing demands and future demands through fiscal year (FY) 2044-45. Based on these projections, it is anticipated that WVWD will sufficiently provide potable water for the projected population growth in the City.

Construction of Wastewater Treatment Facilities

The Certified General Plan EIR found that the local sanitary sewer collection system contains 11 pump stations and 162 miles of sewer mains serving the Planning Area, in good standing with no known major system deficiencies. The City contracts with the LACPWD and LACSD for wastewater collection and treatment services.

The existing City sewer system within and around the region of the refined project is comprised of numerous sewer lines of varying sizes, slopes, and materials. The Los Angeles County Public Health regulations for wastewater treatment systems, as required by statewide AB 885, set standards for wastewater treatment and monitoring requirements. The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to an LACSD treatment facility.[19] As a result, the demand for existing treatment infrastructure may be reduced and potential impacts of any future decisions regarding the provisions of new infrastructure will be considered. Alongside compliance with state and local regulations, impacts would be less than significant. Therefore, no new or expanded wastewater treatment would be required for the implementation of the refined project. Further, the Certified General Plan EIR noted that conversation methods to curb demand, ensure coordinated planning for provisions of public facilities including water and wastewater infrastructure and ensure facilities be designed and constructed to preserve the natural character of the Planning Area would reduce the demand on wastewater infrastructure.

WVWD'S water supply sources currently include treated and untreated, imported surface water purchased from MWD through Three Valleys Municipal Water District. Per the WSA (Appendix H), the additional water usage by the refined project would range from about 18.9 and 20.1 million gallons a day (MGD) and, consequently, it is anticipated that the Three Valleys Municipal Water District would have sufficient capacity from its imported sources to meet its average day demands over the next 20 years.

Construction of Storm Drainage Facilities

The City of Diamond Bar is a permittee under the Los Angeles County MS4 permit.[20] In addition, the Planning Area is part of the Lower San Gabriel River Watershed Management Plan, which includes a provision requiring the initial (first flush) storm water runoff is detained and treated on-site prior to entering the County's storm drain system. Specifically, the County requires that development projects mitigate the first three-quarter inch of rainfall for each storm event and are designed to minimize the introduction of pollutants from site runoff into the storm water conveyance system. All new development within the Planning Area is subject to these requirements. Based on storm drain infrastructure, storm water runoff would be restricted from any new development and/or major redevelopment and, thus, existing storm drain conveyance systems would not require upsizing, regardless of changes related to usage or land use types.

Furthermore, the Planning Area is already developed and is currently served by the existing storm drainage facilities within the surrounding roadways. The refined project would not extend new development into areas not previously developed and served by existing storm drainage facilities. Therefore, no new storm drainage facilities would need to be constructed with the development of the refined project.

Construction of Electric Power, Natural Gas, or Telecommunications Facilities

Electric power service is provided by Southern California Edison, natural gas service is provided by the Southern California Gas Company (SoCalGas), and telephone and internet services are provided by Spectrum and Frontier. It is not anticipated that the refined project would require the

[19] City of Diamond Bar. December 4, 2023. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[20] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 6.4: Utilities; Water.

relocation of construction of new or expanded electric power, natural gas, or telecommunication facilities.

The refined project would not create a need that would not be supported by the existing infrastructure for telecommunications. Following California's Middle-Mile and Last-Mile[21] broadband investment to increase telecommunication bandwidth, it is unlikely that the refined project would overload regional nodes that would have previously been on ineffective phone and DSL line accesses.

Following the development of the surrounding residential and commercial developments, SCE has installed substations to prevent brownout overloading events to assist with the existing legacy infrastructure.[22] Furthermore, the City has a permit application process to ensure that such adequate power, natural gas, and telecommunication facilities are available.

For each entitlement request within the Planning Area, the following permit applications will be required:

- A plumbing permit application shall be submitted and paid for by the applicant to the City for all plumbing work including water service, drains, water mains, sewage disposal systems, and related fixtures and appliances.
- An electrical permit application shall be submitted and paid for by the applicant to the City for any new electrical service equipment installation or existing service relocations.
- A mechanical permit application shall be submitted and paid for by the applicant to the City for the addition, replacement, repair, or alteration of mechanical systems in structures (e.g., gas lines, propane tanks, installation of sprinkler systems, and associated piping for flammable liquids).

Under the exemptions of Ord. No. 02 (1998; § 2, 11-3-98) listed in the Certified General Plan EIR, any tree or trees that interfere with an electric power or communication line, or other property of a public utility, are exempt from the tree removal permit or pruning permit requirement. Requiring utilities to obtain an annual, revocable permit and conformance with ANSI A300 standards ensures good working practices.

Furthermore, the following General Plan 2040 policies would be applicable to and avoid and/or minimize any potential impacts related to Utilities and Service Systems:

Land Use & Economic Development

LU-G-5 Manage development in a manner consistent with the capabilities of the City to provide public services and facilities effectively.

LU-P-5 Ensure that adequate public services, facilities, and infrastructure are available or provided to support new development, including water, wastewater, stormwater, solid waste, transportation, public safety, and parks.

[21] California Public Utilities Commission. 2025. Broadband Implementation for California. https://www.cpuc.ca.gov/industries-and-topics/internet-and-phone/broadband-implementation-for-california (accessed July 2025(.

[22] City of Diamond Bar. 2025. Diamond Bar Construction/Development Projects. https://www.diamondbarca.gov/454/Construction-and-Development-Projects (accessed July 2025).

LU-P-6 Require new development to pay its fair share of the public facilities and off-site improvements needed to serve the proposed use.

LU-P-52 Collaborate with public service providers and agencies including, but not limited to, the Los Angeles County Department of Parks and Recreation, Walnut Valley and Pomona school districts, Los Angeles County Department, Los Angeles County Fire Department, and Walnut Valley Water District to designate and pursue acquisition of land for public facilities as necessary to serve unmet facility needs of Diamond Bar residents.

Community Character & Placemaking

CC-P-6 Prioritize sustainability in site design. When incorporating on-site stormwater management through the use of bioswales, rain gardens, permeable pavement, and/or other available low-impact development technologies, require such features to be aesthetically integrated into the site design.

Public Facilities

PF-G-6 Ensure that public facilities and services, including water, wastewater, sewage, electricity, natural gas, and solid waste, are provided in a safe, efficient, and timely manner to meet the current and future needs of the city.

PF-P-31 Require the construction of water, sewer, drainage, and other necessary public facilities, and encourage storm water capture prior to or concurrent with new development.

PF-P-34 Ensure adequate funding and planning for needed public services and facilities in coordination with the Capital Improvement Program.

PF-P-35 Continue to communicate major development plans with utility companies and coordinate planning of extension of necessary facilities.

PF-P-37 Collaborate with the WVWD to develop future plans to expand the use of recycled water within Diamond Bar as additional recycled water supplies become available.

PF-P-40 Pursue the transfer of ownership of all portions of the storm drain system within Diamond Bar to the LACFCD.

PF-P-41 Work with the LACFCD to complete a drainage master plan for Diamond Bar with a view to identifying any deficiencies within the city's drainage infrastructure system, and update it periodically, as needed.

Therefore, the refined project would be consistent with the findings in the Certified General Plan EIR and would result in less than significant impacts in relation to 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.

As a result of supplemental analysis of utilities and service systems undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

Impact 3.9.2 Implementation of the refined project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. *(Less than Significant)*

As discussed herein, impacts relating to having sufficient water supplies available to serve the refined project and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant.

Water Supplies

WVWD provides potable water to the City by importing it from the MWD. Imported water supply volumes are projected to increase through 2035 at the same rate as population growth, which is 0.7 percent as reported by the Southern California Association of Governments (SCAG). WVWD currently operates six groundwater production facilities that supply the recycled water system, which are used for irrigation and grey water systems. These production facilities are anticipated to supply water used for landscaping at the proposed specific plan. The WVWD potable water distribution and storage system consists of 23 water reservoirs, nine pump stations, 29 pressure regulating stations, 238.6 miles of distribution and transmission pipeline, and four connections for importing water. The WVWD recycled water distribution and storage systems consists of two water reservoirs, two pump stations, six wells, and 8.37 miles of distribution pipeline. WVWD is collaborating with the communities within their service area to expand the recycled water system.

WVWD maintains 26,836 water meters throughout its service area, 95 percent of which are residential. Diamond Bar's potable water use since 1993 has ranged from 7,077 to 13,188 acre-feet (AF) per year. Water use has generally declined during this time despite a continual increase in the total number of accounts.

The City employs policies to promote water conservation (Diamond Bar Code of Ordinances § 8.14.010). Through various water conservation measures, the City's average annual water usage from 2010 to 2015 steadily decreased. In the City of Diamond Bar General Plan Update Existing Conditions Report – Volume III, it was projected that by 2035, the water supply will be approximately 22,358 AF, while usage will be approximately 21,462 AF. Based on these projections, it is anticipated that WVWD will sufficiently provide potable water for the projected population growth in the City.

WVWD has developed three projects that allow WVWD to produce potable groundwater, therefore, reducing the need for imported water in the future. The projects are the La Habra Heights County Water District Pipeline Project, the California Domestic Water Company Project, and the Pomona Basin Regional Groundwater Project. These projects have been completed and the water supply volume that will be available to the City has been determined in the General Plan. However, as the refined project proposes development of over 500 dwelling units, a Water

Supply Assessment shall be completed for the refined project in accordance with Sections 10910 to 10915 of the Water Code and described in Section 15155 of the State CEQA Guidelines.

As discussed in the WSA, the refined project would result in a net additional water demand during an average/normal year of up to 372 acre-feet per year (AFY) by FY 2044-45. WVWD's estimated water demands with the refined project are projected to be approximately 21,803 AFY by FY 2044-45.

WVWD'S water supply sources currently include treated and untreated, imported surface water purchased from MWD through Three Valleys Municipal Water District. In addition, WVWD can also purchase potable groundwater supplies from the Main San Gabriel Basin and use recycled water supplies (from recycled water purchased from the Los Angeles County Sanitation Districts and from groundwater pumped from the Puente Basin and Spadra Basin). WVWD'S main source of water supply is treated imported surface water. Three Valleys Municipal Water District has documented that its supplies would be sufficient to meet demands, including water demands from WVWD, during five consecutive dry years, and would be reliable for the next 20 years. Based on the demonstrated reliability of WVWD's combined water supply sources, sufficient water supplies can be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the refined project, including during single and multiple dry years (i.e., five consecutive dry years).

Furthermore, each entitlement request within the Planning Area will submit a Water Availability Request application to the water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available surrounding the refined Planning Area.

The following General Plan 2040 policies would be applicable to and avoid and/or minimize any potential impacts related to Utilities and Service Systems:

Policies LU-G-5, LU-P-5, LU-P-52, PF-G-6, PF-P-31, PF-P-34, and PF-P-37 as discussed under Impact 3.9-1, in addition to the following:

<u>Public Facilities</u>

PF-G-7. Maintain adequate systems for potable water supply and distribution to meet the current and future needs of the city.

PF-P-36. Work with the Walnut Valley Water District (WVWD) to assess the condition of water distribution and storage systems within Diamond Bar and plan for refurbishments as needed.

As a result of compliance with general plan goals and policies, state and local regulations, and in consideration of the findings of the WSA, the expanding water suppliers in the region, impacts relating to having sufficient water supplies available to serve the refined project and reasonably foreseeable future development during normal, dry and multiple dry years would be less than significant.

As a result of supplemental analysis of utilities and service systems undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

Impact 3.9.3 Implementation of the refined project would not result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. *(Less than Significant)*

As discussed herein, the refined project would result in less than significant impacts relating to the capacity of wastewater treatment facilities.

Wastewater Treatment

The local system of sewer lines and pump stations feeds two trunk sewer lines that convey wastewater to an LACSD treatment facility. The Planning Area is serviced by the LACWD and LACSD. As new development occurs, the LACSD requires the new developments to annex into its service area for operation, maintenance, and treatment services. Service fees fund required upgrades to trunk sewer lines or treatment plant capacity.

The development of the refined project would generate wastewater and would require sanitary sewer wastewater treatment. However, goals and policies proposed in the General Plan aim to conserve water by curbing demand for domestic and commercial purposes, promoting water conservation strategies, and ensuring coordinated planning from the provision of public facilities including water infrastructure. Current regulations require compliance with water quality standards and would not allow development without adequate utility capacity, including wastewater treatment capacity. The future development that would occur as a result of the refined project would be reviewed by the City and LACSD to determine that sufficient capacity exists to serve the development.

In addition, as discussed in the WSA (Appendix H), the MWD is currently developing the Pure Water Southern California project to provide up to 150 MGD (approximately 168,000 AFY) of advanced treated wastewater from Los Angeles County Sanitation District's (LACSD's) Joint Water Pollution Control Plant in Carson, California (Carson Plant).[23] The Pure Water Southern California project would deliver purified water from the Carson Plant through up to 60 miles of transmission pipelines to groundwater basins within MWD's service area, including the Main Basin (Santa Fe Spreading Grounds and the San Gabriel Canyon Spreading Grounds). The Pure Water Southern California project could potentially deliver up to 65,000 AFY to the Main Basin beginning in 2033. These deliveries would help restore water levels in the Main Basin and reduce the need for imported water.

Considering the standard review process that would occur with future development of the refined project and the Pure Water Southern California project, it is anticipated that there would be less than significant impacts relating to the capacity of wastewater treatment facilities.

[23] Metropolitan Water District of Southern California. N.d. Pure Water California. https://www.mwdh2o.com/building-local-supplies/pure-water-southern-california/ (accessed July 2025).

Furthermore, the following General Plan 2040 policies would be applicable to and avoid and/or minimize any potential impacts related to Utilities and Service Systems:

> Policies LU-P-5, LU-P-52, PF-G-6, PF-P-31, and PF-P-34 as discussed under Impact 3.9-1, in addition to the following:
>
> > Public Facilities
> >
> > PF-P-38. Work with the Los Angeles County Public Works Department (LACPWD) and Los Angeles County Sanitation District (LACSD) to ensure that wastewater treatment conveyance systems and treatment facility capacity is available to serve planned development within Diamond Bar.
> >
> > PF-P-39. Continue to monitor and assess wastewater and sewer system operations to identify and subsequently address system deficiencies.

As a result of supplemental analysis of utilities and service systems undertaken in this SIR, the refined project would not result in new or substantially more adverse impacts than those evaluated for the Certified General Plan EIR.

Mitigation Measures

As with the Certified General Plan EIR, the refined project would not require mitigation measures.

4 ALTERNATIVES ANALYSIS

4.1 Introduction

The potential environmental impacts of the refined project are described and analyzed in Chapters 2.0 through 3.9 of this SIR, including the refined project's potentially significant impacts and recommended mitigation measures to reduce those impacts to a level of less than significance, where it is feasible to do so. Section 15126.6(a) of the CEQA Guidelines requires an EIR to include the description and comparative analysis of a range of alternatives to the refined project that could feasibly attain the project objectives, while avoiding or substantially lessening impacts. The alternatives analysis is designed to foster informed decision-making and public participation by identifying ways to mitigate or avoid significant environmental impacts. In addition, CEQA Guidelines Section 15126.6(e) requires the evaluation of a "No-Project Alternative" and its potential environmental impacts. As here, where the proposed project is a land use or regulatory plan, the No-Project Alternative is a continuation of the existing plan or policy into the future (CEQA Guidelines Section 15126.6(b)(3)(A)). As a result, "the projected impacts of the proposed plan … would be compared to the impacts that would occur under the existing plan" (CEQA Guidelines Section 15126.6(b)(3)(A)). The CEQA Guidelines further require that the environmentally superior alternative be identified. The "environmentally superior alternative" in CEQA refers to the alternative that would result in the fewest or least severe environmental impacts among all alternatives evaluated in an EIR. If the alternative with the least environmental impact is the No-Project Alternative, then the EIR must also identify the next most environmentally superior alternative (CEQA Guidelines Section 15126.6(e)(2)). This section includes an evaluation of the potential environmental impacts of three alternatives to the refined project as well as the No-Project Alternative, and a comparison of those potential impacts compared to the refined project's potential impacts.

4.2 Development of Alternatives

Alternatives were developed in compliance with Section 15126.6(a) of the CEQA Guidelines and are based on feedback from the community. Three alternatives representing different approaches to accommodating future growth within the Planning Area were chosen for evaluation and public review. The primary differences between the alternatives are the development density and intensity of the Town Center Specific Plan Area and whether a road diet is involved along Diamond Bar Boulevard.

The vision to create a Diamond Bar Town Center was conceived with the adoption of the Diamond Bar General Plan 2040 in December 2019. Early in the General Plan Update process, residents expressed a desire to establish a downtown, or "Town Center" in Diamond Bar: a walkable "place" with entertainment, retail, restaurants, community gathering spaces, and urban housing opportunities. Participants in the General Plan Update process cited various examples of thriving historic, revitalized and newly created downtowns in nearby communities that they patronize regularly, including Brea, Chino Hills, Claremont, Fullerton, and Monrovia. Several sites within the City were initially identified and discussed as potential locations for the Town Center. Ultimately, the 45-acre commercial district along Diamond Bar Boulevard, between Golden Springs Drive and the SR-60 Freeway would be designated as the Town Center Mixed-Use Focus Area in the General Plan 2040.

The City engaged the Urban Land Institute – Los Angeles (ULI-LA) to assemble a Technical Assistance Panel (TAP) to gain a better understanding of the market possibilities, implementation strategies, and design framework to consider as an initial step to implement the policies of the General Plan 2040 for the Town Center Focus Area. The TAP was conducted between April 12–16, 2021, where panelists were able to visit, analyze and present some initial recommendations about the opportunities for the Planning Area. The TAP presented its findings and recommendations at a Special Joint Planning Commission/City Council meeting on April 16, 2021, which was open to the public. As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) a strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area. Some of the key recommendations from the TAP include:

- An increase in the residential densities over that currently allowed by the General Plan 2040 is needed to encourage new housing options affordable at a mix of income levels, and help drive demand for new restaurants, retail, walkability, and open and gathering spaces in the Town Center.

- An urban framework with urban-sized blocks, residential density with a priority on pedestrian movement in and around the focus area is envisioned to create a successful Town Center environment.

- Deliberate design choices can take advantage of the natural topography of the site by creating pedestrian-only plazas and paseos lined with retail and restaurants to activate the space offering dramatic views of the San Gabriel mountains.

- Adoption of a Specific Plan would provide the certainty to incentivize investment and create flexibility to ensure financial feasibility for future development.

- Implementation will take significant effort and time. A wide range of development incentives, funding options, public investment and administrative processes will need to be considered and created that focus on achievable short-, mid- and long-term timeframes.

As a result of the TAP, the City solicited additional input from various stakeholders, including property owners, business owners, residents, and the Planning Commission through community workshops, an NOP scoping meeting, and written comments. The alternatives were developed to consider maximum buildout of the land use density planned for in the adopted Housing Element (low density with proposed open space and road diet), a high density that considers market demand with the same density as the refined project while reducing the scope of the proposed road element in response to public feedback, and a medium density alternative. The two density variation alternatives have been presented at community workshops and to the Planning Commission and City Council during a joint study session.

As a result of scoping comments, alternatives were developed that considered avoiding lane removal with a road diet (see Alternative 3), lower density development (Alternatives 1 and 2), and an interest in retail and open spaces for socializing (the same open space is proposed

across the proposed project and all action Alternatives). At the scoping meeting held on June 5, 2023, an alternative vehicular/pedestrian route that would connect South Prospector Road to the rear of the Best Western hotel parking lot was discussed. This alternative has been incorporated into the conceptual plan for the refined project and Alternatives 1, 2, and 3.

4.3 Alternatives Considered but Rejected

CEQA Guidelines Section 15126.6(c) states that the "EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination." For CEQA purposes, "feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (CEQA Guidelines Section 15364). As a result, project alternatives could be considered infeasible for several reasons (lack of funding, lack of resources, limits of technology, etc.).

As discussed in the Certified General Plan EIR, the City developed and considered three distinct design concepts:

Concept 1. Town Center at Diamond Bar Boulevard/Grand Avenue
Concept 2. Town Center at Diamond Bar Boulevard/Golden Springs Drive
Concept 3. Town Center at the Diamond Bar Golf Course

As also discussed in the Certified General Plan EIR, these three concepts were carefully informed by the existing conditions research, community feedback, General Plan Advisory Committee workshop, and priorities set by the Planning Commission and City Council. Concept 1 was rejected because it would not support the City's walkability goals. Concept 2 is the refined project. Concept 3 was rejected because the golf course is owned and operated by Los Angeles County and, therefore, would not be available for private development.

4.4 Description of Alternatives

CEQA Guidelines Section15126.6(f) states that alternatives in an EIR should be governed by a "rule of reason" and requires the EIR to set forth alternatives to permit a reasoned choice, that would avoid or substantially lessen any significant effects, and that could feasibly attain most of the project objectives. The Specific Plan is intended to achieve eight objectives:

1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

2. Make the Town Center a complete neighborhood with a sense of place that takes advantage of its location to provide residents and visitors a unique experience.

3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

4. Allow for car-lite / car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated, thus furthering progress to the City's climate action goals.

5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.

6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.

7. Provide flexibility for the future—particularly for retail and commercial space—so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

8. Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.

The following alternatives are presented and analyzed below:

- No-Project Alternative (Housing Element Update)
- Alternative 1 (Medium Density with Road Diet)
- Alternative 2 (Low Density with Road Diet)
- Alternative 3 (High Density, No Road Diet)

Table 4.4-1, *Comparison of Key Characteristics for Refined Project and Alternatives*, summarizes the design elements and components of each of the alternatives in comparison to each other and to the refined project. The alternatives are illustrated in Figure 4.4-1, *Alternative 1*; Figure 4.4-2, *Alternative 2*; Figure 4.4-3, *Alternative 3*; and Figure 4.4-4, *Alternative 3: Complete Streets Plan*.

TABLE 4.4-1
COMPARISON OF KEY CHARACTERISTICS FOR REFINED PROJECT AND ALTERNATIVES

	Existing Conditions (2023)	No-Project Alternative (Housing Element Update)	Refined Project (High Density Maximum Buildout)	Alternative 1 (Medium Density with Road Diet)	Alternative 2 (Low Density with Road Diet)	Alternative 3 (High Density, No Road Diet)
Housing Units Single-Family Multi-Family	**0** 0 0	**1,350** 0 1,350	**2,055** 0 2,055	**1,677** 0 1,677	**1,350** 0 1,350	**2,055** 0 2,055
Non-Residential Hotel Retail/Commercial Open Space Road Diet	 97 rooms 510,000 square feet (sf)[a] 0 sf No	 97 rooms 510,000 sf[a] 0 sf No	 200 rooms[b] 446,000 sf 40,000 sf Yes	 175 rooms[b] 426,000 sf 40,000 sf Yes	 150 rooms[b] 411,000 sf 40,000 sf Yes	 200 rooms[b] 446,000 sf 40,000 sf Yes, without lane removal
Compared to No-Project Alternative	• No housing units	• Same (no project)	• 705 more housing units allowed • 103 more hotel rooms • 64,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet	• 327 more housing units allowed • 78 more hotel rooms • 84,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet	• Same housing units allowed • 53 more hotel rooms • 99,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet	• 705 more housing units allowed • 103 more hotel rooms • 64,000 sf less retail/commercial • Added 40,000 sf open space • No road diet
Compared to Refined Project	• No housing units • No open space • No road diet	• 705 fewer housing units allowed • 103 fewer hotel rooms • No open space • 64,000 additional sf of retail/commercial • No road diet	• Same (refined project)	• 378 fewer housing units allowed • 25 fewer hotel rooms • 20,000 sf less retail/commercial	• 705 fewer housing units allowed • 50 fewer hotel rooms • 35,000 sf less retail/commercial	• No road diet

Note:
[a] Includes approximately 475,500 square feet (sf) of retail/restaurant/service space plus multiple gas stations and a childcare center.
[b] Includes 97 existing hotel rooms.



ALTERNATIVE 1: Low – 1,350

SOURCE: Torti Gallas + Partners 2023

FIGURE 4.4-1
Alternative 1: Medium Density with Road Diet



ALTERNATIVE 2: Medium – 1,670

SOURCE: Torti Gallas + Partners 2023

FIGURE 4.4-2
Alternative 2: Low Density with Road Diet

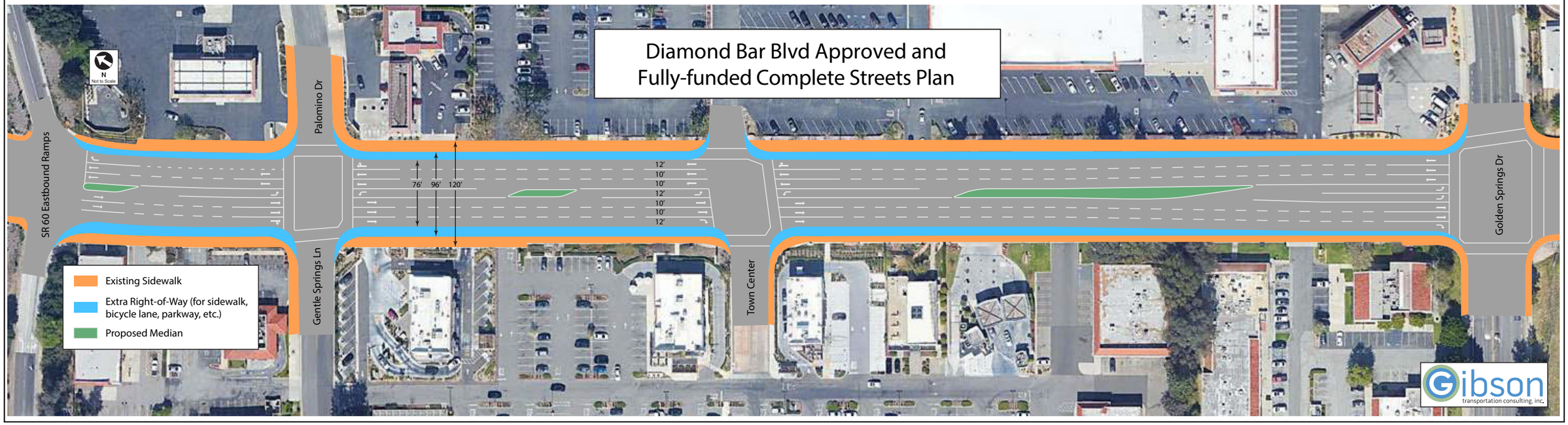


ALTERNATIVE 3: High – 2,055

SOURCE: Torti Gallas + Partners 2023

FIGURE 4.4-3
Alternative 3: High Density, No Road Diet





SOURCE: Gibson Transportation Consulting, Inc. 2023

FIGURE 4.4-4
Alternative 3: Complete Streets Plan

No-Project Alternative (Housing Element Update)

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, the No-Project Alternative represents what would be reasonably expected to occur in the foreseeable future if the refined project was not adopted. The Planning Area would be subject to the existing policies, regulations, development standards, and land use designations of the existing Diamond Bar General Plan, as amended by the Housing Element Update, that apply to the Town Center Mixed Use, land use designation. Under the No Project Alternative (Housing Element Update), the maximum floor-area-ratio (FAR) would be 1.5 for the entire Town Center.

The No-Project Alternative would allow for development in the Town Center Focus Area consistent with the approved Town Center development density from the Housing Element Update, which permits approximately 1,350 dwelling units (30 units per acre) and approximately 2,940,300 square feet (sf) of total development on 1,960,200 sf (45 acres), inclusive of residential and commercial uses. There would be no additional open space or hotel rooms. There would be no road diet on Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive.

Alternative 1: Medium Density with Road Diet

Alternative 1 calls for less development than the refined project. Specifically, there would be less residential, hotel, and commercial development (1,677 residential units, 175 hotel rooms, 426,000 sf of commercial space). Compared to the refined project, Alternative 1 would decrease the number of allowed residential units by 378 units, decrease the number of allowed hotel rooms by 25 rooms, and decrease the retail/commercial space by 20,000 sf. As with the refined project, Alternative 1 calls for the development of 40,000 sf of open space and includes a road diet with lane removal.

Alternative 2: Low Density with Road Diet

Alternative 2 calls for even less development than Alternative 1. Alternative 2 would allow for development of up to 1,350 multi-family housing units, 150 hotel rooms, 411,000 sf of commercial leasable space, 40,000 sf of open space, and a road diet. Compared to the refined project, Alternative 2 would allow 705 fewer housing units, 50 fewer hotel rooms, and 35,000 sf less retail/commercial space. Similar to the refined project, Alternative 2 calls for development of 40,000 sf of open space and includes a road diet. The maximum buildout of Alternative 2 would be similar to the No-Project Alternative, with additional hotel rooms and open space instead of retail/commercial space, and the addition of a road diet.

Alternative 3: Maximum Density Town Center, No Road Diet

Alternative 3 would allow for development of the same number of housing units and hotel rooms, the same square footage of retail/commercial space, and the same square footage of open space as the refined project (up to 2,055 multi-family housing units, 200 hotel rooms, 446,000 sf of commercial leasable space, 40,000 sf of open space), but would not include a road diet. Compared to the refined project, Alternative 3 would retain all three existing traffic lanes in each direction. The maximum buildout of Alternative 3 would be the same as the refined project, but with no road diet.

4.5 Project Objectives Accomplished by Alternatives

Each alternative is a modification of the refined project's buildout. The refined project was designed to accomplish all project objectives found in Chapter 2, *Project Description*, of this SIR. Table 4.5-1, *Alternatives Comparison to Project Objectives*, below, summarizes the comparison of each alternative to each of the following project objectives.

With respect to the No-Project Alternative, Project Objectives 1, 6, 7, and 8 would be met as these alternatives allow for development in the Town Center Focus Area consistent with the approved Town Center development density from the Housing Element Update. As Project Objectives 1, 6, 7, and 8 align with the Housing Element Update, the No-Project Alternative would accomplish the objectives. However, Project Objectives 2, 3, 4, and 5 would not be accomplished by the No-Project Alternative because the No-Project Alternative does not include components that would create a sense of place, such as open space, and would not further the City's progress toward its climate action goals. In addition, the No-Project Alternative would not meet the market demand of over 2,000 housing units determined by the market feasibility study.

With respect to Alternatives 1 and 2, all of the project objectives would be wholly or partly met. Specifically, Alternative 1 would only partly fulfill Project Objective 6 when considering market demand and the RHNA as it would not provide the level of housing opportunities needed as determined by the market feasibility study (i.e., 2,000 housing units). In addition, Project Objective 7 would only be partly met since Alternatives 1 and 2 would provide less commercial space and, thus, less flexibility to adapt to future market conditions than the No-Project Alternative and the refined project.

With respect to Alternative 3, all of the project objectives would be met wholly or partly. Specifically, Project Objectives 1 and 3 would be partly fulfilled with the exclusion of the road diet and, thus, the sense of place for pedestrians would be minimized as there would be less encouragement to reduce car use for future residents and visitors.

TABLE 4.5-1
ALTERNATIVES COMPARISON TO PROJECT OBJECTIVES

Project Objectives	Does the Alternative (Alt.) Accomplish the Project Objectives?			
	No-Project Alt.	Alt. 1	Alt. 2	Alt. 3
1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."	Yes	Yes	Yes	Yes
2. Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.	No	Yes	Yes	Yes
3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.	No	Yes	Yes	Yes
4. Allow for car-lite / car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated, thus furthering progress to the City's climate action goals	No	Yes	Yes	Yes
5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability	No	Yes	Yes	Yes
6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.	Yes	Yes	Yes	Yes
7. Provide flexibility for the future—particularly for retail and commercial space—so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan	Yes	Yes	Yes	Yes
8. Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment	Yes	Yes	Yes	Yes

4.6 Impact Analysis of Alternatives

This section evaluates the potential environmental impacts of each alternative relative to existing conditions and compares their impacts with the impacts of the refined project. The discussions are arranged by resource topic and address the same significance criteria used to evaluate the refined project in Chapter 3 of this Draft SIR.

4.6.1 AESTHETICS

No-Project Alternative

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR as addended. Under the No-Project Alternative, the refined project would not be developed and, therefore, there would be no changes to the impacts disclosed in the Certified General Plan EIR, which determined that there would be less than significant impacts to aesthetic resources.

A significant impact would occur if the No-Project Alternative were to create a new source of substantial light or glare which would adversely affect day or nighttime views. As discussed in the Certified General Plan EIR, the No-Project Alternative would create new sources of glare and light that would comply with relevant policies in the General Plan 2040 and the Diamond Bar City Code. Compliance with existing policies and regulations would ensure that this impact would be less than significant. Compared to the refined project, the No-Project Alternative would have fewer housing units and hotel rooms, but more commercial space and open space. As such, the amount of light and glare from the No-Project Alternative is not anticipated to be substantially different. Similar to the refined project, the No-Project Alternative would result in less than significant impacts with respect to substantial light or glare.

Alternative 1

A significant impact would occur if Alternative 1 would increase existing or create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. Similar to the refined project, Alternative 1 would temporarily create new sources of light during construction. Construction would require the use of lighting for construction activities during evening, indoor, or underground construction activities. Lighting would be used over the course of construction at varying intensity, location, and times, and would be unavoidable. However, the use of lighting would not be concurrent and would vary depending on the construction activity needed. All use of lighting during the duration of construction would be implemented in accordance with City's development code Chapter 22.48, Section 22.16.050, *Exterior Lighting (d) Shielding*, requiring shielding to reduce glare "so that neither the light source nor its image from a reflective surface shall be directly visible from any point five feet or more beyond the property line." In addition, construction activities would be implemented in accordance with Section 22.28.120(1)(a), which prohibits construction noise after 7 p.m. and on Sundays and holidays. With compliance with the City's development code, construction impacts would be less than significant. This impact would be similar to the less than significant impact of the refined project.

After construction is complete, lighting would be required for the operation of Alternative 1, and glare would be present from new buildings in the area. Light and glare that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban

setting similar to that of the Planning Area. New development would be required to conform with the Citywide Design Guidelines Manual. In addition, General Plan 2040 Policy LU-P-8 ensures that new residential development within the Planning Area be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design, where the General Plan 2040 designates higher densities and provides adequate transitions to existing development. Any future development that would be implemented within the Planning Area also would be subject to the applicable provisions of CEQA, inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Conformance with provisions in the Diamond Bar City Code that limit light and glare for new non-residential and residential development (Section 22.16.050. – Exterior lighting; Section 21.30.140. – Street lighting; and Section 22.30.070. – Development standards for off-street parking) would be required.[1] Operation and maintenance of Alternative 1 would be implemented in accordance with City's development code and in conformance with the development standards related to light shielding for new or modified lighting sources, street lighting installation, and off-street parking restrictions to reduce sources of light and glare to the extent feasible.

Alternative 1 would introduce sources of light and glare based on building heights, specifically related to window and lighting applications, quantity, styles, and materials. The existing condition, however, includes surface parking lots with considerable amounts of reflective asphalt surface, Alternative 1 would reduce surface parking areas with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare from surface parking.

Furthermore, the General Plan 2040 requires that efficient materials and lighting be considered based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center.[2] In addition, the development of Alternative 1 would be subject to conceptual design and plan check reviews in relation to light and glare. Further, as all design components would be required to comply with City Code section 22.16.050, Exterior Lighting.

Compared to the refined project, Alternative 1 would have fewer housing units, hotel rooms, and commercial space, with the same amount of open space (40,000 sf). As such, the amount of light and glare from Alternative 1 could be slightly less than with the refined project. Nonetheless, similar to the refined project, Alternative 1 would result in less than significant impacts related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Alternative 2

A significant impact would occur if Alternative 2 would increase existing or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Similar to the refined project, Alternative 2 would temporarily create new sources of light during construction. Construction would require the use of lighting for construction activities required during evening, indoor, or underground construction activities. Lighting would be used over the course of construction at varying intensity, location, and times, and would be unavoidable.

[1] Diamond Bar, California. April 21, 2023. Title 22 – Development Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.16GEPRDEUSST_S22.16.050EXLI (accessed May 31, 2023).

[2] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

However, the use of lighting would not be concurrent and would vary depending on the construction activity needed. All use of lighting during the duration of construction would be implemented in accordance with City's development code Chapter 22.48, Section 22.16.050, *Exterior Lighting (d) Shielding*, requiring shielding to reduce glare "so that neither the light source nor its image from a reflective surface shall be directly visible from any point five feet or more beyond the property line." In addition, construction activities would be implemented in accordance with Section 22.28.120(1)(a), which prohibits construction noise after 7 p.m. and on Sundays and holidays. With compliance with the City's development code, construction impacts would be less than significant, similar to the refined project.

After construction is complete, lighting would be required for the operation of Alternative 2, and glare would be present from new buildings in the area. Light and glare that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban setting similar to that of the Planning Area. New development would be required to conform with the Citywide Design Guidelines Manual. In addition, General Plan 2040 Policy LU-P-8 ensures that new residential development within the Planning Area be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design, where the General Plan 2040 designates higher densities and provides adequate transitions to existing development. Any future development that would be implemented within the Planning Area also would be subject to the applicable provisions of CEQA, inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Conformance with provisions in the Diamond Bar City Code that limit light and glare for new non-residential and residential development (Section 22.16.050. – Exterior lighting; Section 21.30.140. – Street lighting; and Section 22.30.070. – Development standards for off-street parking) would be required.[3] Operation and maintenance of Alternative 2 would be implemented in accordance with City's development code and in conformance with the development standards related to light shielding for new or modified lighting sources, street lighting installation, and off-street parking restrictions to reduce sources of light and glare to the extent feasible.

Alternative 2 would introduce sources of light and glare based on building heights, specifically related to window and lighting applications, quantity, styles, and materials. The existing condition, however, includes surface parking lots with considerable amounts of reflective asphalt surface. Alternative 2 would reduce surface parking areas with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare from surface parking.

Furthermore, the General Plan 2040 requires that efficient materials and lighting to be considered based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center.[4] In addition, the development of Alternative 2 would be subject to conceptual design and plan check reviews in relation to light and glare, as well as all design components would be required to comply with City Code section 22.16.050, Exterior Lighting.

Compared to the refined project, Alternative 2 would have fewer housing units, hotel rooms, and commercial space, and the same amount of open space (40,000 sf). As such, the amount

[3] Diamond Bar, California. April 21, 2023 version. Title 22 – Development Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGEDEST_CH22.16GEPRDEUSST_S22.16.050EXLI (accessed May 31, 2023).

[4] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

of light and glare from Alternative 2 could be less than the refined project. Nonetheless, similar to the refined project, Alternative 2 would result in less than significant impacts related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Alternative 3

A significant impact would occur if Alternative 3 would increase existing or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Similar to the refined project, Alternative 3 would temporarily create new sources of light during construction. Construction would require the use of lighting for construction activities required during evening, indoor, or underground construction activities. Lighting would be used over the course of construction at varying intensity, location, and times, and would be unavoidable. However, the use of lighting would not be concurrent and would vary depending on the construction activity needed. All use of lighting during the duration of construction would be implemented in accordance with City's development code Chapter 22.48, Section 22.16.050, *Exterior Lighting (d) Shielding*, requiring shielding to reduce glare "so that neither the light source nor its image from a reflective surface shall be directly visible from any point five feet or more beyond the property line." In addition, construction activities would be implemented in accordance with Section 22.28.120(1)(a), which prohibits construction noise after 7 p.m. and on Sundays and holidays. With compliance with the City's development code, construction impacts would be less than significant. This impact would be less than significant and would be similar to the less than significant impact of the refined project.

After construction is complete, lighting would be required for the operation of Alternative 3, and glare would be present from new buildings in the area. Light and glare that exist in the residential, commercial, and industrial developed areas of the City are typical for an urban setting similar to that of the Planning Area. New development would be required to conform with the Citywide Design Guidelines Manual. In addition, General Plan 2040 Policy LU-P-8 ensures that new residential development within the Planning Area be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design, where the General Plan 2040 designates higher densities and provides adequate transitions to existing development. Any future development that would be implemented within the Planning Area also would be subject to the applicable provisions of CEQA, inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Conformance with provisions in the Diamond Bar City Code that limit light and glare for new non-residential and residential development (Section 22.16.050. – Exterior lighting; Section 21.30.140. – Street lighting; and Section 22.30.070. – Development standards for off-street parking) would be required. Operation and maintenance of Alternative 3 would be implemented in accordance with City's development code and in conformance with the development standards related to light shielding for new or modified lighting sources, street lighting installation, and off-street parking restrictions to reduce sources of light and glare to the extent feasible.

Alternative 3 would introduce sources of light and glare based on building heights, specifically related to window and lighting applications, quantity, styles, and materials. The existing condition, however, includes surface parking lots with considerable amounts of reflective asphalt surface. Alternative 3 would reduce surface parking areas with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare from surface parking.

Furthermore, the General Plan 2040 requires that efficient materials and lighting to be considered based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center.[5] In addition, the development of Alternative 3 would be subject to conceptual design and plan check reviews in relation to light and glare, as well as all design components would be required to comply with City Code section 22.16.050, Exterior Lighting.

Compared to the refined project, Alternative 3 would have the same amount of development, but would not include a road diet. As such, the amount of light and glare from Alternative 3 would be similar to the refined project. As such, similar to the refined project, Alternative 3 would result in less than significant impacts related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

4.6.2 AIR QUALITY

No-Project Alternative

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR as addended. The No-Project Alternative would result in the same level of air quality emissions associated with the construction, operations, and maintenance activities of the 2022 Housing and Land Use Updates. The No-Project Alternative would result in 705 fewer housing units, 103 fewer hotel rooms, and 40,000 sf less open space compared to the refined project. As a result, the No-Project Alternative would not conform with Connect SoCal as well as the refined project, specifically the goals and policies pertaining to increasing mixed-use development in the region.

The Certified General Plan EIR, as addended, found that the 2022 Housing and Land Use Updates, which is the No-Project Alternative, would result in less than significant impacts regarding conflict with or obstruction of implementation of the applicable air quality plan during construction. The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would exceed SCAQMD significance thresholds for VOCs and NOx during operation. Compared to the refined project, the No-Project Alternative would result in similar less than significant impacts during construction and significant and unavoidable impacts during operation with respect to implementation of an air quality plan.

The Certified General Plan EIR found that the 2022 Housing and Land Use Updates, which is the No-Project Alternative, would result in significant and unavoidable short-term regional construction emissions to sensitive receptors. The Certified General Plan EIR found that operational impacts in relation to local air quality and toxic air contaminants also would be significant and unavoidable based on the potential for future developments to occur within close proximity of sensitive receptors and exceed regulatory thresholds. The Certified General Plan EIR also found that the 2022 Housing and Land Use Updates, would result in less than significant impacts related to CO hotspots and that CO concentrations at project impacted intersections would not exceed ambient air quality standards. Compared to the refined project, the No-Project Alternative would result in similar significant and unavoidable impacts during construction and operation with respect to sensitive receptors.

[5] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

The Certified General Plan EIR found that construction of the 2022 Housing and Land Use Updates would result in the release of odors during construction, including the use of architectural coatings and solvents, but that with adherence to SCAQMD Rules and State measures, construction would not be anticipated to generate nuisance odors at sensitive receptors nearby. The Certified General Plan EIR concluded that implementation of the General Plan would not result in substantial sources of other emissions, including odors. Compared to the refined project, the No-Project Alternative would result in similar less than significant impacts during construction and operation with respect to odors.

Alternative 1

Alternative 1 would have a similar level of air quality emissions as the refined project. Compared to the refined project, Alternative 1 would result in a reduction of 378 housing units, 25 hotel rooms, and 20,000 sf of commercial space, but would add the same 40,000 sf of open space. As a result, Alternative 1 would not conform as well with Connect SoCal, specifically the goals and policies pertaining to increasing mixed-use development in the region.

Compared to the refined project, Alternative 1 would include less development and less density, which would result in fewer people traveling to and from the project site. As a result, Alternative 1 would likely improve air quality conditions for Diamond Bar residents and visitors, particularly those that live within one-half mile of the 2022 Housing and Land Use Updates site, or those that would travel to the 2022 Housing and Land Use Updates site via bicycle or the multiple nearby bus stops.

Alternative 1 would likely result in less criteria pollutant emissions than the refined project during construction due to a reduced construction footprint by comparison. Alternative 1 daily maximum construction emissions of NO_x, $PM_{2.5}$, and PM_{10} would remain similar to the refined project based on the nature of individual construction projects. However, operational impacts for Alternative 1 would likely be less than the refined project based on the reduction of residential and commercial spaces in the site, but the significance level of criteria pollutants would likely remain the same because the quantity of pollutants emitted under Alternative 1 would still exceed thresholds and result in a significant and unavoidable impact. Consistent with the refined project, the road diet design feature and the same amount of open space (40,000 sf) would be developed with Alternative 1.

Similar to the refined project, Alternative 1 would result in significant and unavoidable impacts to sensitive receptors during construction due to the proximity and intensity of construction activities. However, its overall construction schedule would be shorter than that of the refined project. With respect to odor emissions, construction-related and operational impacts would likely be less than significant because no substantial change in land use type or function is proposed. Finally, as with the refined project, long-term regional operational air quality impacts could be significant, as CO emissions from vehicle trips and other sources may exceed applicable air quality standards.

Alternative 2

Alternative 2 would have a lesser level of air quality emissions compared to the refined project. Compared to the refined project, Alternative 2 would result in a reduction of 705 housing units (1,350 units total), 50 hotel rooms (150 rooms total), and 35,000 sf of commercial space (411,000 sf total), but would add the same 40,000 sf of open space. As a result, Alternative 2 would not conform as well with Connect SoCal, specifically the goals and policies pertaining to increasing mixed-use development in the region.

Compared to the refined project, Alternative 2 would include less development and less density, which would result in fewer people traveling to and from the project site. As a result, Alternative 2 would result in relatively better air quality conditions for Diamond Bar residents and visitors, particularly those that live within one-half mile of the Planning Area, or those that would travel via bicycle or bus. Alternative 2 would not exhibit air quality emissions as pronounced as the refined project in relation to criteria pollutant emissions during construction based on a reduced construction footprint. Alternative 2 would incur less construction impacts than the refined project and, thus, there would be potentially lower emissions for NO_x, $PM_{2.5}$, and PM_{10} relative to the other alternatives. However, daily maximum construction emissions would remain similar based on the nature of the anticipated individual construction projects. Operational impacts for Alternative 2 would likely be less than the refined project because it would include a reduction of residential and commercial space, but the significance level of criteria pollutants would likely remain the same because the quantity of pollutants would still exceed thresholds and result in a significant and unavoidable impact. Consistent with the refined project, the "road diet" design feature and same open space would be developed with Alterative 2.

Similar to the refined project, Alternative 2 would have significant and unavoidable impacts to sensitive receptors during construction due to the proximity and intensity of construction activities. However, its overall construction schedule would be shorter than that of the refined project. With respect to odor emissions, construction-related and operational impacts would likely be less than significant because no substantial change in land use type or function is proposed. Finally, as with the refined project, long-term regional operational air quality impacts could be significant, as CO emissions from vehicle trips and other sources may exceed applicable air quality standards.

Alternative 3

Alternative 3 would have the same level of air quality emissions as the refined project. Compared to the refined project, Alternative 3 would result in the same construction footprint and land uses, except that Diamond Bar Boulevard would not be further altered for the road diet. As a result, Alternative 3 would likely not align as well with Connect SoCal, specifically the goals and policies pertaining to VMT reduction in the region.

Compared to the refined project, Alternative 3 would exclude the road diet, which would result in longer pedestrian crossing distances and less space on the existing public right-of-way for alternative uses such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. As a result, Alternative 3 would marginally exacerbate air quality conditions for Diamond Bar residents and visitors, particularly those that live within one-half mile of the Planning Area, or those that would travel via bicycle or bus. Alternative 3 would generate the same amount of criteria pollutants during construction as the refined project. Alternative 3 emissions and daily maximum concentrations for NO_x, $PM_{2.5}$, and PM_{10} would remain similar to the refined project, based on the nature of the anticipated individual construction projects. However, mobile operational impacts for Alternative 3 criteria pollutants would either remain similar to or somewhat higher than the refined project, based on the exclusion of the "road diet."

Compared to the refined project, Alternative 3 would have significant and unavoidable impacts to sensitive receptors during construction due to the proximity and intensity of construction activities. With respect to odor emissions, construction-related and operational impacts would likely be less than significant because no substantial change in land use type or function is proposed. Finally, as with the refined project, long-term regional operational air quality impacts could be significant,

as CO emissions from vehicle trips and other sources may exceed applicable air quality standards.

4.6.3 GREENHOUSE GAS EMISSIONS

No-Project Alternative

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR as addended. The No-Project Alternative would not improve the quality of the recreation and open space for Diamond Bar residents and visitors, particularly those that live within one-half mile of the Planning Area, or those that would travel via bicycle or bus. Compared to the refined project, the No-Project Alternative would not optimize the opportunity to contribute to regional reductions in per capita GHG emissions, particularly as they relate to reduction in per capita VMT in conventional fuel vehicles. During construction, impacts to GHG emissions would not exceed those estimated for the refined project; however, operational GHG emissions for the refined project would be expected to be comparatively lower because the incorporation of greater mixed-use development and open space would reduce operational emissions. The No-Project Alternative would introduce no additional green space closer to where people live, while the refined project would incorporate approximately one acre of open space that could act as a carbon sink to reduce GHG emissions. Additionally, the No-Project Alternative would consume more electric power than the refined project due to increased commercial and retail space and lower residential density. The refined project would have long-term benefits by reducing GHG emissions to achieve GHG reduction targets set by the City that would not be as effectively met under the No-Project Alternative. Therefore, the No-Project Alternative would result in a less than significant GHG impact, albeit of a slightly greater intensity than the refined project.

Alternative 1

Alternative 1 would reduce the level of GHG emissions compared to the refined project. GHG impacts during construction would be less than the refined project because of the reduced amount of development, the road diet, and the open space. With the open space and road diet in combination with a smaller environmental footprint, Alternative 1 would be more successful in achieving the goals and policies related to VMT reduction and access to open space consistent with SCAG's Connect SoCal,[6] and GHG reduction strategies in the Diamond Bar CAP.[7] Impacts during operation would be reduced compared to what could occur under the refined project due to the smaller construction footprint. Therefore, Alternative 1 would result in a less than significant GHG impact, albeit of a slightly less intensity than the refined project.

Alternative 2

Alternative 2 would reduce the level of GHG emissions compared to the refined project. Alternative 2 would reduce short-term construction and operational GHG emissions compared to the refined project because it has a smaller construction footprint. Alternative 2 would achieve the

[6] Southern California Association of Governments. April 4, 2024. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547. December 2024.

[7] City of Diamond Bar. December 2019. Diamond Bar Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=. December 2024.

goals and policies related to VMT reduction and access to open space articulated in SCAG's Connect Soal,[8] and the GHG reduction strategies described in the Diamond Bar CAP.[9] The operational impacts of Alternative 2 are expected to be lower in the long-term compared to the refined project. Therefore, Alternative 2 would result in a less than significant GHG impact, albeit of a slightly less intensity than the refined project.

Alternative 3

Alternative 3 would potentially increase the level of GHG emissions compared to the refined project. Alternative 3 would increase long-term operational GHG emissions compared to the refined project due to the exclusion of the road diet. The construction footprint would otherwise remain the same compared to the refined project, which includes 2,055 single family housing units, 200 hotel rooms, and 446,000 sf of commercial space. Open space improvements would be the same as the refined project. Alternative 3 would not be as successful in achieving the goals and policies related to VMT reduction and access to open space articulated in the SCAG's Connect SoCal;[10] however, the alternative would otherwise result in the same level of impact as the refined project in relation to the Diamond Bar CAP.[11] Therefore, Alternative 3 would result in a less than significant GHG impact, albeit of a slightly greater intensity than the refined project.

4.6.4 HYDROLOGY AND WATER QUALITY

No-Project Alternative

For the No-Project Alternative, the Planning Area would be built out consistent with the Housing Element Update as analyzed in the Certified General Plan EIR, as addended. The Certified General Plan EIR concludes that the 2022 Housing and Land Use Updates would result in a less than significant impact in relation to substantial decrease in groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The refined project includes 40,000 sf of open space for stormwater to permeate and groundwater resources to be replenished, while the No-Project Alternative does not include any similar open space. Both the No-Project Alternative and the refined project would be required to include Low Impact Development as outlined in DBCC Section 8.13.1630, which promotes surface water infiltration. Overall, similar to the refined project, the No-Project Alternative would result in a less than significant impact with respect to groundwater supplies and recharge, although the No-Project Alternative would not provide as much opportunity for groundwater infiltration as the refined project.

[8] Southern California Association of Governments. April 4, 2024. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547

[9] City of Diamond Bar. December 2019. Diamond Bar Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[10] Southern California Association of Governments. April 4, 2024. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547

[11] City of Diamond Bar. December 2019. Diamond Bar Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

Alternative 1

Alternative 1, like the refined project, includes 40,000 sf of open space that would increase permeability and groundwater recharge in the Planning Area. Alternative 1 and the refined project would have the same requirements of compliance with the Construction General Permit, the City of Diamond Bar Stormwater Management and Discharge Control Ordinance. Similar to the refined project, Alternative 1 would be required to include Low Impact Development as outlined in DBCC Section 8.13.1630, which promotes surface water infiltration. As a result, similar to the refined project, Alternative 1 would result in less than significant impact regarding groundwater supplies and recharge.

Alternative 2

Alternative 2 and the refined project would both result in 40,000 sf of open space. Alternative 2 would have an equal amount of potential groundwater recharge as the refined project. Similar to the refined project, Alternative 2 would be required to include Low Impact Development as outlined in DBCC Section 8.13.1630, which promotes surface water infiltration. As a result, similar to the refined project, Alternative 2 would result in less than significant impact regarding groundwater supplies and recharge.

Alternative 3

Alternative 3 and the refined project would both result in 40,000 sf of open space. Alternative 3 would have an equal amount of potential groundwater recharge as the refined project. Similar to the refined project, Alternative 3 would be required to include Low Impact Development as outlined in DBCC Section 8.13.1630, which promotes surface water infiltration. As a result, similar to the refined project, Alternative 3 would result in less than significant impact regarding groundwater supplies and recharge.

4.6.5 NOISE

No-Project Alternative

Construction Noise

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR, as addended. Less construction would occur under the No-Project Alternative when compared to the refined project, which would develop 705 more housing units and 103 more hotel rooms than the No-Project Alternative (even considering that the refined project would have 64,000 sf less retail/commercial space). Nonetheless, construction noise levels and ground vibration have the potential to exceed the applicable noise level thresholds under the No-Project Alternative. This would be due to noise and ground vibration from demolition, site preparation, excavation, grading, building construction, and paving. Noise levels and ground vibration would vary and would need to be calculated based on quality, type, and usage factors. The Certified General Plan EIR as addended found that, assuming any future development complies with City and County noise regulations, impacts from the 2022 Housing and Land Use Updates would be less than significant with respect to temporary construction noise, traffic noise, railway noise, and stationary noise in relation to generation of noise levels in excess of established standards. Similarly, both the No-Project Alternative and the refined project would result in less than significant impacts in relation to generation of noise levels in excess of applicable standards.

Operational Noise

Operational impacts of the No-Project Alternative would result in impacts similar to the refined project, but the refined project would result in an increase in noise levels and ground vibration from vehicular sources based on the introduction of additional housing units and hotel rooms. The Certified General Plan EIR concluded that the 2022 Housing and Land Use Updates would have a less than significant impact with respect to noise and vibration. Similarly, the refined project's noise and vibration impacts would be less than significant.

Alternative 1

Construction Noise

Under Alternative 1, construction noise and vibration could exceed the applicable noise level thresholds. Construction noise and vibration would be generated by idling equipment, demolition, site preparation, excavation, grading, building construction, and paving. Considering that the refined project would involve more construction than Alternative 1 and that construction noise and vibration would be less than significant under the refined project, it is anticipated that construction noise and vibration would be similarly less than significant under Alternative 1.

Operational Noise

Implementation of Alternative 1 would result in noise levels and ground vibration from vehicle use due to the introduction of additional housing and hotel rooms. However, compared to the refined project, Alternative 1 would develop less hotel and commercial space, thus reducing vehicle-related noise and ground vibration levels. Therefore, Alternative 1 operational noise impacts would be similar to the refined project and would be less than significant.

Alternative 2

Construction Noise

Under Alternative 2, construction noise and vibration could exceed applicable noise level thresholds. Construction noise and vibration would be from idling equipment, demolition, site preparation, excavation, grading, building construction, and paving. Considering that the refined project would involve more construction than Alternative 2 and that construction noise and vibration would be less than significant under the refined project, it is anticipated that construction noise and vibration would be similarly less than significant under Alternative 2.

Operational Noise

Implementation of Alternative 2 would result in noise levels and ground vibration from vehicle use above existing levels with the introduction of additional housing and hotel rooms. However, compared to the refined project, Alternative 2 would develop less hotel and commercial space, thus reducing vehicle-related noise and ground vibration levels. Therefore, Alternative 2 operational noise impacts would be similar to the refined project and would be less than significant.

Alternative 3

Construction Noise

Under Alternative 3, construction noise and vibration, could exceed applicable noise level thresholds. Construction noise and vibration would be from idling equipment, demolition, site preparation, excavation, grading, building construction, and paving. Alternative 3 would develop the same amount and types of land uses as the refined project, but it would not include a road diet. Considering that the refined project would involve the same amount and type of construction as Alternative 3, and that construction noise and vibration would be less than significant under the refined project, it is anticipated that construction noise and vibration would be similarly less than significant under Alternative 3.

Operational Noise

Implementation of Alternative 3 would result in noise levels and ground vibration from vehicle use above existing levels with the introduction of additional housing and hotel rooms. However, compared to the refined project, Alternative 3 would develop the same amount of hotel and commercial space, but would not include a road diet. Therefore, Alternative 3 operational noise impacts would be similar to the refined project and would be less than significant.

4.6.6 PUBLIC SERVICES

No-Project Alternative

Under the No-Project alternative, the Planning Area would be developed under the Housing Element as analyzed in the Certified General Plan EIR as addended. A significant impact would occur if the No-Project Alternative would impact parks and other public facilities (such as libraries).

Parks

The No-Project Alternative would increase population in line with the 0.6 percent overall population growth outlined in the Housing Element Update. The refined project also falls within this range of population growth. This increased population could lead to a demand for more parks. Neither scenario, however, is anticipated to cause a substantial population increase. Furthermore, as individual residential development projects under either the No-Project Alternative or the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. As a result, compared to the refined project, the No-Project Alternative would have a similar, less than significant impact to parks.

Libraries

Under both the No-Project Alternative and the refined project, future residents in the Planning Area would be served by the Diamond Bar Library, located at 21810 Copley Drive. The Diamond Bar Library's Memorandum of Understanding (MOU) (dated July 5, 2011) for operations allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. Future potential property owners within the Planning Area would pay County property tax. The County may, through

property tax revenue, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the development of the No-Project Alternative.[12] The improvements made from the capital collected from the residential developments would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may further the County library's objectives, such as ensuring safe meeting places for communities, maintaining pillars of service, and developing new library advocates.[13] Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Similar to the refined project, the No-Project Alternative would result in a less than significant impact to library services because no new or physically altered library facilities would be needed.

Alternative 1

Parks

Alternative 1 would increase population, albeit to a lesser extent than the refined project, in line with the 0.6 percent overall population growth outlined in the Certified General Plan EIR. This increased population could lead to a demand for more parks. Neither Alternative 1 nor the refined project, however, is anticipated to cause a substantial population increase. Furthermore, as individual residential development projects under either Alternative 1 or the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. As a result, compared to the refined project, Alternative 1 would have a similar less than significant impact to parks.

Libraries

Under both Alternative 1 and the refined project, future residents in the Planning Area would be served by the Diamond Bar Library, located at 21810 Copley Drive. The Diamond Bar Library's MOU (dated July 5, 2011) for operations allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. Future potential property owners within the Planning Area would pay County property tax. The County may, through property tax revenue, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the development of Alternative 1.[14] The improvements made from the capital collected from the residential developments would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may further the County library's objectives, such as ensuring safe meeting places for communities, maintaining pillars of service, and developing new library advocates.[15] Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Similar to the refined project, Alternative 1 would result in a less than significant impact to library services because no new or physically altered library facilities would be needed.

[12] County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

[13] LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

[14] County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

[15] LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

Alternative 2

Parks

Alternative 2 would increase population, albeit to a lesser extent than the refined project, in line with the 0.6 percent overall population growth outlined in the Certified General Plan EIR. This increased population could lead to a demand for more parks. Neither Alternative 2 nor the refined project, however, is anticipated to cause a substantial population increase. Furthermore, as individual residential development projects under either Alternative 2 or the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. As a result, compared to the refined project, Alternative 2 would have a similar less than significant impact to parks.

Libraries

Under both Alternative 2 and the refined project, future residents in the Planning Area would be served by the Diamond Bar Library, located at 21810 Copley Drive. The Diamond Bar Library's MOU (dated July 5, 2011) for operations allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. Future potential property owners within the Planning Area would pay County property tax. The County may, through property tax revenue, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the development of Alternative 2.[16] The improvements made from the capital collected from the residential developments would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may further the County library's objectives, such as ensuring safe meeting places for communities, maintaining pillars of service, and developing new library advocates.[17] Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Similar to the refined project, Alternative 2 would result in a less than significant impact to library services because no new or physically altered library facilities would be needed.

Alternative 3

Parks

Alternative 3 would increase population to the same extent as the refined project because it would have the same amount of development, but would not include a road diet, in line with the 0.6 percent overall population growth outlined in the Certified General Plan EIR. This increased population could lead to a demand for more parks. Neither Alternative 3 nor the refined project, however, is anticipated to cause a substantial population increase. Furthermore, as individual residential development projects under either Alternative 3 or the refined project are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts. As a

[16] County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

[17] LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

result, compared to the refined project, Alternative 3 would have a similar less than significant impact to parks.

Libraries

Under both Alternative 3 and the refined project, future residents in the Planning Area would be served by the Diamond Bar Library, located at 21810 Copley Drive. The Diamond Bar Library's MOU (dated July 5, 2011) for operations allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. Future potential property owners within the Planning Area would pay County property tax. The County may, through property tax revenue, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the development of Alternative 3.[18] The improvements made from the capital collected from the residential developments would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may further the County library's objectives, such as ensuring safe meeting places for communities, maintaining pillars of service, and developing new library advocates.[19] Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Similar to the refined project, Alternative 3 would result in a less than significant impact to library services because no new or physically altered library facilities would be needed.

4.6.7 RECREATION

No-Project Alternative

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR as addended. The No-Project Alternative would have a significant impact on regional parks and recreational facilities if the resulting population growth would deteriorate existing facilities or require construction to expand the existing parks. As discussed in the Certified General Plan EIR as addended, with compliance with existing regulations (such as the Quimby Act and the Diamond Bar City Code), the impact on recreation facilities would be less than significant. Therefore, the impact of the No-Project Alternative would be similar to the less than significant impact of the refined project regarding recreational facilities.

Alternative 1

Alternative 1 would have a significant impact on regional parks and recreational facilities if the residential population growth would deteriorate existing facilities or require construction to expand the existing parks. Similar to the refined project, all parks and recreation facilities proposed as part of this alternative would occur within the existing development footprint. Alternative 1 would include a similar amount of open space to the refined project. Alternative 1 would allow for the buildout of 1,677 multi-family housing units compared to the refined project's 2,055 (a decrease of 378 units). Given the average household size of three (3.05 people per household) occupants, the resulting buildout of Alternative 1 would be a decrease of 1,153 estimated residents compared to the refined project. Similar to the refined project, development

[18] County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

[19] LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

under Alternative 1 would be required to comply with the Quimby Act and City regulations to address the increased recreation facility demand. Payment of an in-lieu fee would be required if the development would create subdivisions, as discussed in Section 3.11, *Recreation*, of this Draft SIR. This would ensure that additional demand for parks would not result in the physical deterioration of existing parks and facilities within the City. Similar to the refined project, impacts would be less than significant.

Alternative 2

Alternative 2 would have a significant impact on regional parks and recreational facilities if the residential population growth would deteriorate existing facilities or require construction to expand the existing parks. Similar to the refined project, all parks and recreation facilities proposed as part of this alternative would occur within the existing development footprint. Alternative 2 would result in less population and residential growth than the refined project, with 1,350 multi-family housing units compared to the refined project's 2,055 (a decrease of 705 units). Given the average household size of three (3.05 people per household) occupants, the resulting buildout of Alternative 1 would be a decrease of 1,153 estimated residents compared to the refined project. Development under Alternative 2 would be required to comply with the Quimby Act and City regulations to address the increased recreation facility demand. Payment of an in-lieu fee would be required, if the development would create subdivisions, as discussed in Section 3.11, *Recreation*, of this Draft SIR. This would ensure that additional demand for parks would not result in the physical deterioration of existing parks and facilities within the City. Similar to the refined project, impacts would be less than significant.

Alternative 3

Alternative 3 would have a significant impact on regional parks and recreational facilities if the residential population would deteriorate existing facilities or require construction to expand the existing parks. Similar to the refined project, all parks and recreation facilities proposed as part of this alternative would occur within the existing development footprint. Alternative 3 would result in the same population and residential growth under maximum buildout as the refined project, but would not include a road diet. Development under Alternative 3 would be required to comply with the Quimby Act and City regulations to address the increased recreation facility demands. Payment of an in-lieu fee would be required, if the development would create subdivisions, as discussed in Section 3.11, *Recreation*, of this Draft SIR. This would ensure that additional demand for parks would not result in the physical deterioration of existing parks and facilities within the City. Similar to the refined project, impacts would be less than significant.

4.6.8 TRANSPORTATION

No-Project Alternative

With the No-Project Alternative, the Planning Area would be built as outlined in the Housing Element Update, as analyzed in the Certified General Plan EIR as addended. The No-Project Alternative would maintain the existing circulation network. Operations and maintenance activities would remain consistent with the City's plan to implement the 2022 Housing and Land Use Updates. In comparison to the refined project, the No-Project Alternative would result in 705 fewer housing units, 103 fewer hotel rooms, 64,000 sf less commercial space, and 40,000 sf less open space. It would not align with regional development goals and policies provided in the Connect SoCal, encouraging mixed-use development to improve transportation impacts.

The No-Project Alternative's transportation evaluation in the Certified General Plan EIR, as addended, shows an exceedance of significance thresholds for vehicle miles traveled (VMT). No road construction would occur with the No-Project Alternative. VMT would likely increase with the No-Project Alternative, compared to the refined project, because there would be no road diet to slow vehicle speeds, reduce traffic volume, and improve safety for all road users. Furthermore, the No-Project Alternative would not implement Mitigation Measure MM-TRANS-1 (TDM Program), as required for the refined project. Mitigation Measure MM-TRANS-1 includes strategies to reduce VMT, such as increased bicycle access and facilities, car sharing program, unbundled parking, among other requirements. Similar to the refined project, the No-Project Alternative would result in a significant and unavoidable impact, but the degree of impact would be greater because the No-Project Alternative would not include a TDM program.

Alternative 1

Alternative 1 would maintain the existing circulation network with the addition of the road diet. Compared to the refined project, Alternative 1 would result in 378 fewer housing units, 25 fewer hotel rooms, and 20,000 sf less of commercial space. As discussed in Appendix E, *Transportation Study*, to this Draft SIR, the VMT would be nominally worse (i.e., slightly higher VMT per service population) with the reduced density from Alternative 1 because higher-density development tends to increase synergy between land uses in a mixed-use development, thus reducing VMT. Additionally, the effectiveness of TDM measures (Mitigation Measure MM-TRANS-1) that depend on density, such as the ride sharing program, may be slightly lower. However, these minor variations in the numbers compared to the refined project would not result in different VMT impact conclusions for Alternative 1. Similar to the refined project, Alternative 1 would result in significant and unavoidable impacts with respect to baseline and cumulative project-generated VMT per service population.

Alternative 2

Alternative 2 would maintain the existing circulation network with the addition of the road diet. Compared to the refined project, Alternative 2 would result in 705 fewer housing units, 50 fewer hotel rooms, and 35,000 sf less commercial space. As discussed in Appendix E, *Transportation Study*, to this Draft SIR, the VMT would be nominally worse (i.e., slightly higher VMT per service population) with the reduced density from Alternative 2 because higher-density development tends to increase synergy between land uses in a mixed-use development, thus reducing VMT. Additionally, the effectiveness of TDM measures (Mitigation Measure MM-TRANS-1) that depend on density, such as the ride sharing program, may be slightly lower. However, these minor variations in the numbers compared to the refined project would not result in different VMT impact conclusions for Alternative 2. Similar to the refined project, Alternative 2 would have significant and unavoidable impacts with respect to baseline and cumulative project-generated VMT per service population.

Alternative 3

Alternative 3 would include the basic mix of land uses and the same design characteristics as the refined project but would not include a road diet. TDM measures (Mitigation Measure MM-TRANS-1) would be implemented with Alternative 3. Nonetheless, VMT would likely increase with Alternative 3, compared to the refined project, because there would be no road diet to slow vehicle speeds, reduce traffic volume, and improve safety for all road users. Therefore, compared to the refined project, Alternative 3 would similarly result in significant and unavoidable VMT impacts, but impacts would be greater than under the refined project because there would be no road diet.

4.6.9 UTILITIES AND SERVICE SYSTEMS

No-Project Alternative

Under the No-Project Alternative, the Planning Area would be developed under the Housing Element Update as evaluated in the Certified General Plan EIR as addended, including approximately 1,350 dwelling units and approximately 510,000 sf of commercial retail space (Table 4.4-1). Compared to the refined project, the No-Project Alternative would result in 705 fewer housing units, 103 fewer hotel rooms, 64,000 sf less commercial space, and 40,000 sf less open space. The Certified General Plan EIR states that the 2022 Housing and Land Use Updates would result in a less than significant impact on utilities and service systems. Compliance with local and statewide regulatory requirements and General Plan policies outlined in Section 3.9, *Utilities and Service Systems*, of this Draft SIR would be applicable to any development of the Planning Area and would avoid and/or minimize any impacts to wastewater treatment systems, storm drain systems, potable water purveyors. Similar to the refined project, the No-Project Alternative would result in a less than significant impact to utilities and service systems.

Alternative 1

Alternative 1 would allow for development of up to 1,677 housing units, 175 hotel rooms, 426,000 sf of commercial space, 40,000 sf of open space, and a road diet. Compared to the refined project, Alternative 1 would allow 378 fewer housing units, 25 fewer hotel rooms, and 20,000 sf less commercial space. In this medium-density alternative, utility usage would likely be less than the refined project due to a reduction in retail and commercial space, hotel rooms, and housing units. Nonetheless, similar to the refined project, Alternative 1 would result in a less than significant impact to utilities and service systems.

Applicable statewide regulations regarding waste management include the State Mandatory Organic Waste Collection (SB 1383), Mandatory Commercial Recycling Regulation (AB 341) and California Solid Waste Reuse and Recycling Act (AB 939) as well as SB 610, SB 221 and SB 1262 (amending Sections 10910–10915 of the State Water Code).

As discussed in the WSA (Appendix G), Alternative 1 would result in a somewhat lesser net additional water demand during an average/normal year of up to 372 acre-feet per year (AFY) by Fiscal Year (FY) 2044-45, than that modeled for the refined project. WVWD's estimated water demands with the refined project are projected to be approximately 21,803 AFY by FY 2044-45. Based on the demonstrated reliability of WVWD's combined water supply sources in the USA, sufficient water supplies can be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the refined project, including during single and multiple dry years (i.e., 5 consecutive dry years).

Alternative 2

Alternative 2 would allow for development of up to 1,350 multi-family housing units, 150 hotel rooms, 411,000 sf of commercial space, 40,000 sf of open space, and a road diet. Compared to the refined project, Alternative 2 would allow 705 fewer housing units, 50 fewer hotel rooms, and 35,000 sf less commercial space. In this low-density alternative, utility usage would likely be less than the refined project due to a reduction in retail and commercial space, hotel rooms,

and housing units. Nonetheless, similar to the refined project, impacts to utilities and service systems would be less than significant under Alternative 2.

Applicable statewide regulations regarding waste management include the State Mandatory Organic Waste Collection (SB 1383), Mandatory Commercial Recycling Regulation (AB 341) and California Solid Waste Reuse and Recycling Act (AB 939) as well as SB 610, SB 221 and SB 1262 (amending Sections 10910–10915 of the State Water Code).

As discussed in the WSA (Appendix G), Alternative 2 would result in a somewhat lesser net additional water demand during an average/normal year of up to 372 AFY by FY 2044-45, than that modeled for the refined project. WVWD's estimated water demands with the refined project are projected to be approximately 21,803 AFY by FY 2044-45. Based on the demonstrated reliability of WVWD's combined water supply sources in the USA, sufficient water supplies can be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the refined project, including during single and multiple dry years (i.e., 5 consecutive dry years).

Alternative 3

Alternative 3 would allow for development of up to 2,055 multi-family housing units, 200 hotel rooms, 446,000 sf of commercial leasable space, and 40,000 sf of open space. Alternative 3 would not include a road diet. Alternative 3 would allow the same number of housing units and hotel rooms, the same square footage of retail/commercial space, and the same square footage of open space as the refined project. Similar to the refined project, potential impacts would be offset by local, regional, and statewide mandates for solid waste reduction, water availability assessments, and required wastewater treatment capacity assessments. Applicable statewide regulations regarding waste management include the State Mandatory Organic Waste Collection (SB 1383), Mandatory Commercial Recycling Regulation (AB 341) and California Solid Waste Reuse and Recycling Act (AB 939) as well as SB 610, SB 221 and SB 1262 (amending Sections 10910–10915 of the State Water Code).

As discussed in the WSA (Appendix G), the refined project would result in a net additional water demand during an average/normal year of up to 372 AFY by FY 2044-45. WVWD's estimated water demands with the refined project are projected to be approximately 21,803 AFY by FY 2044-45. Based on the demonstrated reliability of WVWD's combined water supply sources in the USA, sufficient water supplies can be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the refined project, including during single and multiple dry years (i.e., 5 consecutive dry years).

Considering that Alternative 3 would allow for the same amount of development as the refined project, the WSA for the refined project would be applicable to Alternative 3. Furthermore, each entitlement request within the Planning Area will submit a Water Availability Request application to the water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available in the Planning Area. Similar to the refined project, impacts to utilities and service systems would be less than significant under Alternative 3.

4.7 Environmentally Superior Alternative

The CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. As previously discussed, CEQA Guidelines Section 15126.6(e) requires the evaluation of a "No-Project Alternative" and its potential environmental impacts. As here, where the proposed project is a land use or regulatory plan, the "No-Project Alternative" is a continuation of the existing plan or policy into the future (CEQA Guidelines Section 15126.6(b)(3)(A)). As a result, "the projected impacts of the proposed plan … would be compared to the impacts that would occur under the existing plan" (CEQA Guidelines Section 15126.6(b)(3)(A)). The CEQA Guidelines further require that the environmentally superior alternative be identified. The "environmentally superior alternative" in CEQA refers to the alternative that would result in the fewest or least severe environmental impacts among all alternatives evaluated in an EIR. If the alternative with the least environmental impact is the No-Project Alternative, then the EIR must also identify the next most environmentally superior alternative (CEQA Guidelines Section 15126.6(e)(2)).

As shown in Table 4.7-1, *Summary of Impacts for Alternatives*, Alternatives 1 and 2 would have four impacts that are less than those of the refined project (aesthetics/light and glare, air quality standards, air quality sensitive receptors, and GHG emissions), compared to none under the No-Project Alternative and Alternative 3. Development of Alternative 2, with its lower density, would emit fewer air pollutants than the medium-density Alternative 1. Therefore, Alternative 2, with its lower density of development and proposed inclusion of approximately 0.9 acre of public open space in an area with insufficient open space to meet City parkland standards, is the environmentally superior alternative.

TABLE 4.7-1
SUMMARY OF IMPACTS FOR ALTERNATIVES

Level of Impact Comparison					
Impact	**Refined Project (High Density Maximum Buildout)**	**No-Project Alternative (Housing Element Update)**	**Alternative 1 (Medium Density with Road Diet)**	**Alternative 2 (Low Density with Road Diet)**	**Alternative 3 (High Density, No Road Diet)**
Aesthetics					
Light and Glare	LTS	LTS (Similar)	LTS (Less)	LTS (Less)	LTS (Similar)
Air Quality					
Air Quality Plan	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Air Quality Standards	SU	SU (Similar)	SU (Less)	SU (Less)	SU (Greater)
Sensitive Receptors	SU	SU (Similar)	SU (Less)	SU (Less)	SU (Similar)
Odors	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Greenhouse Gas Emissions					
Greenhouse Gas Emissions	LTS	LTS (Greater)	LTS (Less)	LTS (Less)	LTS (Greater)
Hydrology and Water Quality					
Groundwater	LTS	LTS (Greater)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Noise					
Ambient Noise	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Groundborne Vibration	LTS	LTS (Similar)	LTS (Similar	LTS (Similar)	LTS (Similar)
Public Services					
Park Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Other Public Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Recreation					
Deterioration of Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Construction of Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Transportation					
Vehicle Miles Traveled	SU	SU (Greater)	SU (Similar)	SU (Similar)	SU (Greater)
Utilities and Service Systems					
Water or Wastewater Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Water Supply	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Wastewater Capacity	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)

Note: NI = No Impact; LTS = Less than Significant; LTSM = Less than Significant with Mitigation; SU = Significant and Unavoidable.

Less = Impacts are less than those that would occur with the refined project; Similar = Impacts are similar to those that would occur with the refined project; Greater = Impacts are greater than those that would occur with the refined project.

5 CEQA REQUIRED CONCLUSIONS

5.1 Growth-Inducing Impacts

The CEQA Guidelines (Section 15126.2(e)) require that an EIR discuss the potential growth-inducing impacts of a proposed project. The CEQA Guidelines provide the following guidance for such discussion:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project could directly and/or indirectly induce growth. Direct growth inducement, for example, would result if a project involved construction of new housing. A project could induce indirect growth, for example, if it establishes substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it involves a substantial construction effort with short-term employment opportunities while indirectly stimulating the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project indirectly induces growth if it removes an obstacle to additional growth and development, such as removing a constraint on a required public service. Under CEQA, growth is not considered necessarily detrimental or beneficial.

As discussed in the Certified General Plan EIR, long-term changes in economic and population growth are often regional in scope; they are not influenced solely by changes or policies related to a single city or development project. Business trends are influenced by economic conditions throughout the state and country, as well as around the world. Other factors that influence new development and population growth include economic factors such as employment opportunities; the availability of adequate infrastructure like public schools, roadways, and sewer service; local land use policies in the affected communities; and constraints on the use of areas like sensitive habitats.

Another consideration, also discussed in the Certified General Plan EIR, is that the creation of growth-inducing potential does not automatically lead to growth. Growth occurs through capital investment in new economic opportunities by the private or public sector. These investment patterns reflect, in turn, the desires of investors to mobilize and allocate their resources to development in particular localities and regions. These factors, combined with the regulatory authority of local governments, mediate the growth-inducing potential or pressure created by a proposed plan. Despite these limitations on the analysis, it is still possible to qualitatively assess the general potential growth-inducing impacts of the refined project.

The impact of the refined project on unplanned population growth was determined to be less than significant in the Initial Study (Appendix B to this Draft SIR) and does not require further

study in this Draft SIR. With respect to planned growth, the refined project's proposed increase of 705 housing units would help the City meet its current and future housing needs as set forth in the City's Regional Housing Needs Assessment allocation.

As explained throughout this SIR, the refined project would not provide new infrastructure to serve other projects, such as the construction of new roads and freeways, wastewater treatment plants, or water supply systems. The utilities constructed to accommodate the refined project would be sized for the refined project and would not supply the capacity to serve other projects. Further, infrastructure would not be extended into a new area. In addition, as explained throughout the SIR, the refined project's proposed housing construction is growth accommodating rather than growth inducing. In summary, direct or indirect economic growth could occur with the refined project, the environmental effects of which are addressed throughout this Draft SIR (CEQA Guidelines § 15126.2 (e)).

Growth History and Projections

The Southern California Association of Governments (SCAG) is the key regional agency involved in forecasting growth in Los Angeles County. The Regional Housing Needs Assessment (RHNA) is a key requirement for local governments to plan for anticipated growth to quantify the anticipated housing needs and address those needs through the Housing Element update process, as part of each jurisdiction's General Plan. The need for housing is determined by the forecasted household growth as well as existing need due to overcrowding and overpayment. In this case, the City's 6th cycle of its Housing Element update includes this RHNA, which extends from July 2021 through October 2029. The RHNA for the 6th cycle was adopted by SCAG in March 2021.

SCAG has pre-certified[1] local housing data for the City to be used in the 6th cycle. The local housing data shows that the City's population will grow from 56,287 in 2000 to 57,177 in 2020 (Figure 5.1-1, *Population Trend, 2000–2023*).[2] The City's 6th Cycle Housing Element identifies the Planning Area as an opportunity site to accommodate the RHNA. The March 2021 SCAG RHNA assigns a total of 2,521 housing units to the City during the 2021 to 2029 planning period.

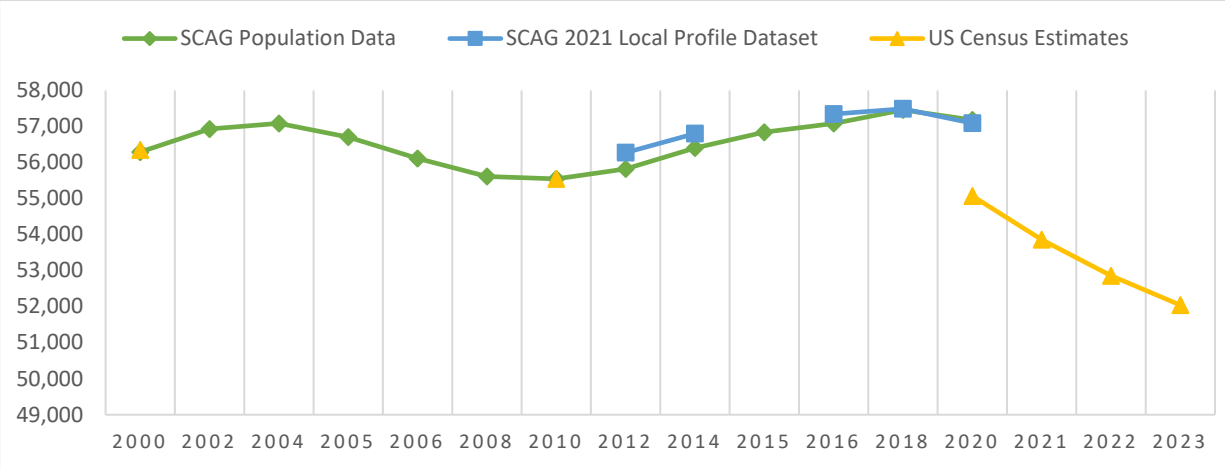
The City of Diamond Bar experienced an annual population growth rate of 0.1 percent from 2000 to 2020 compared to a 0.7 percent growth rate for the SCAG region as a whole, and the population in the City of Diamond Bar appears to be declining since 2018.[3]

[1] Pre-certified by the California Department of Housing and Community Development.

[2] Southern California Association of Governments. April 2021. Pre-certified Local Housing Data for the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-he-0421.pdf?1620798491 (accessed May 22, 2024).

[3] Southern California Association of Governments. April 2021. Pre-certified Local Housing Data for the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-he-0421.pdf?1620798491 (accessed May 22, 2024).

FIGURE 5.1-1
POPULATION TREND, 2000-2023



Source:

For 2000, 2005, 2010, 2015, and 2020:
Southern California Association of Governments. April 2021. Pre-certified Local Housing Data for the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamond-bar-he-0421.pdf?1620798491 (accessed May 22, 2024).

For 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, and 2018:
Southern California Association of Governments. May 2019. Local Profiles Report 2019. Profile of the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamondbar_localprofile.pdf?1605664383 (accessed May 22, 2024).

SCAG 2021 Local Profile Dataset:
Southern California Association of Governments. N.d. 2021 Local Profiles Dataset. https://scag.ca.gov/data-tools-local-profiles (accessed May 22, 2024).

For 2000 Census Estimate:
United States Census Bureau. 2000. Diamond Bar City, California. DP1 Profile of General Demographic Characteristics: 2000. https://data.census.gov/table/DECENNIALDPSF42000.DP1?q=Diamond%20Bar%20city,%20California%20Houma (accessed May 22, 2024).

For 2010 and 2020 Census Data and 2021, 2022, and 2023 Estimates:
United States Census Bureau. July 1, 2023. QuickFacts Diamond Bar City, California. https://www.census.gov/quickfacts/fact/table/diamondbarcitycalifornia/PST045222#PST045222 (accessed December 21, 2023, and May 22, 2024).

According to the General Plan 2040, the projected annual growth rate between 2016 and 2040 is 0.6 percent, and the population projected by the year 2040 is 66,700. The City has identified a need for both housing and employment to meet current and projected demand.

Existing residential land uses surround the Planning Area to the north (across State Route [SR] 60), east, southeast (across Golden Springs Drive), southwest (Fall Creek Private Community and across S. Prospectors Road), and west (across SR-57). Although the Planning Area is located in a generally residential area, there are no existing residential units within the Planning Area, which is fully developed with commercial uses including retail, dining, gasoline stations, offices,

and a hotel (see Table 2.1-1, *Town Center Mixed Use Sites to Be Rezoned "Specific Plan*"). The Certified General Plan EIR (as amended for the 6th Cycle Housing Element) included the development of up to 1,350 housing units within the 45-acre Town Center Focus Area. At full buildout, the refined project would add 2,055 more housing units to the Planning Area than currently exist, or an increase of 705 housing units compared to the certified Housing Element, which would add 2,521 units to the City.

Population Growth

SCAG projects that the region will add 3.8 million residents, 1.5 million households, and 2.4 million jobs over the 2012 to 2040 planning horizon. SCAG estimates the annual average growth rate of 0.7 percent during that time, while employment would grow faster at 2 percent until 2020, and then stabilize at 0.7 percent. The updated Housing Element shows an annual growth rate of 0.1 percent, a much more conservative rate compared to the 0.6 percent in the initial General Plan 2040. Full buildout of the refined project would result in up to 705 additional residential units than presented in the Certified General Plan EIR (which called for 1,350 units), an approximately 52 percent increase.

The refined project's potential development of up to 2,055 housing units (705 more units than called for in the General Plan update) would bring the City closer to its housing needs production goals and would, thus, be beneficial for the City. The Housing Element Update 2021-2029, analyzed in the Addendum to the Certified General Plan EIR, provided an updated RHNA. The March 2021 SCAG RHNA for the City assigns a total of 2,521 housing units to the City during the 2021 to 2029 planning period, and the Housing Element plans for these additional units. In April 2021, the Urban Land Institute-Los Angeles (ULI-LA) convened a technical assistance panel (TAP) to report on the market possibilities, implementation strategies, and design frameworks for implementing the Town Center defined in the General Plan. A Town Center Specific Plan was recommended to provide detailed development standards, infrastructure requirements, and implementation measures for the Town Center. As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) a strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area.

Employment Growth

According to the most recent SCAG data available, employment in the City decreased by 8.5 percent from 2007 (16,228 jobs) to 2017 (14,852 jobs).[4] During this 10-year period, there was an increase in manufacturing, retail trade, and professional and management jobs but a decrease in construction jobs.

The 45-acre Planning Area contains approximately 11.7 acres (510,000 square feet) of existing retail/commercial development. Buildout under the adopted General Plan would result in a jobs-

[4] Southern California Association of Governments. May 2019. Local Profiles Report 2019. Profile of the City of Diamond Bar. https://scag.ca.gov/sites/main/files/file-attachments/diamondbar_localprofile.pdf?1605664383 (accessed May 22, 2024).

to-housing ratio of 0.98, an increase from an existing ratio of 0.78 in the Certified General Plan EIR. A jobs-to-housing ratio of 1:1 represents a balance between jobs and housing.[5] Under maximum buildout, the refined project would reduce the retail/commercial space within the Planning Area to approximately 10.2 acres (446,000 square feet) while increasing 705 units beyond the number of units in the adopted General Plan for the Planning Area. This adjustment in residential and commercial land uses would move further towards a 1:1 ratio.

The labor force, as of October 2023, for Los Angeles County is 5,017,700 with an unemployment rate of 5.2 percent.[6] October 2023 construction industry data in the Los Angeles-Long Beach-Glendale Metropolitan District states that there were 1,602,171 employed persons, up from 1,573,100 at the beginning of 2022.[7] The refined project would provide construction jobs in the City, the number of which has decreased according to SCAG (as discussed above). As there is labor force currently available for the construction of the refined project, it is anticipated that construction workers would not need to move to or near the Planning Area. Therefore, new housing or infrastructure, which could potentially result in environmental impacts, would not be needed for the construction workers associated with the refined project.

Direct and Indirect Growth

As previously discussed, the refined project's potential development of up to 2,055 housing units (705 additional units) would bring the City closer to its housing needs production goals. Impacts of growth on infrastructure such as public services and utilities, the transportation system, and natural resources are identified, based on the buildout of the refined project. Some of the identified effects of growth, such as an increase in per capita vehicle miles traveled (VMT), are significant and unavoidable (see Section 3.8, *Transportation*); others are significant but can be mitigated, such as public parks (see Sections 3.6, *Public Services*, and 3.7, *Recreation*).

Removal of Obstacles to Growth

The City is almost built out under existing land use designations, and the RHNA shows a need for 2,521 units in the City, as stated in the Housing Element. The refined project could be considered to remove an obstacle to growth as it would modify the City's existing plan to accommodate the housing demand identified by SCAG. The impacts of the refined project, including any growth-related impacts, are analyzed throughout this SIR.

[5] Page 9-1 of the General Plan Housing Element states: "Diamond Bar is faced with various important housing issues that include a balance between employment and housing opportunities, a match between the supply of and demand for housing, preserving and enhancing affordability for all segments of the population, preserving the quality of the housing stock, and providing new types of housing necessary to accommodate growth and the changing population."

[6] State of California, Employment Development Department. November 17, 2023. Unemployment Rates and Labor Force. Labor Market Information for Los Angeles-Long Beach-Glendale Metropolitan District (Los Angeles County). https://labormarketinfo.edd.ca.gov/geography/losangeles-county.html (accessed December 19, 2023).

[7] State of California, Employment Development Department. 2020-2030. Occupational Employment and Wage Statistics (OEWS) Employment and Wage Statistics: Los Angeles-Long Beach-Glendale Metropolitan District. Labor Market Information Resources and Data. https://labormarketinfo.edd.ca.gov/data/employment-projections.html#Long (accessed December 19, 2023).

5.2 Cumulative Impacts

CEQA requires that an EIR examine cumulative impacts. Cumulative impacts are "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines § 15355(a)). A cumulative impact "consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines § 15130(a)(1)). Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines § 15355(a)). Furthermore, the analysis of cumulative impacts need not provide as great detail as is provided for impacts from the project itself but shall "reflect the severity of the impacts and their likelihood of occurrence" (CEQA Guidelines Section 15130(b)).

When deciding whether a particular cumulative impact must be evaluated, there are two questions to consider: (1) Is the combined impact of the project and other projects significant? and (2) Is the project's incremental contribution to the impact cumulatively considerable? (CEQA Guidelines § 15130(a), (a)(2)). In other words, a cumulative impact must be fully analyzed in an EIR if the combined impact is significant and the project's incremental effect is found to be cumulatively considerable (CEQA Guidelines § 15130(a)). No analysis is required if the impact is insignificant or the project's incremental impact is not cumulatively considerable.

In order to assess cumulative impacts, an EIR must analyze either a list of past, present, and probable future projects, or a summary of projections contained in an adopted general plan or related planning document (CEQA Guidelines § 15130(b)(1)). Aside from the refined project, six related projects are proposed or planned in the vicinity of the Planning Area (Table 5.2-1, *Related Projects*). The cumulative impact analysis for each environmental issue area focuses on the related projects with similar potential environmental impacts, such as the relationship of the SR 57/60 Confluence Project (Related Project No. 2) to the refined project's transportation analysis.[8]

[8] The three-phase SR 57/60 Confluence Project is intended to eliminate the conflicting weaves in the eastbound direction of SR-60, improve safety by separating the interchange traffic from mainline freeway weaves, and provide operational flexibility to the two merged freeways. The SR 57/60 Confluence Project is an approximately 2-mile stretch of freeway located to the northwest and west of the Planning Area (San Gabriel Valley Council of Governments. N.d. 57/60 Confluence Project: The Traffic. https://www.sgvcog.org/5760project-traffic (accessed May 22, 2024).). As the SR 57/60 Confluence is one of the most severe freeway bottlenecks in Southern California, other major roadways such as Diamond Bar Boulevard are currently used by commuters are alternative routes to avoid the confluence.

TABLE 5.2-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
1	Within Planning Area (Diamond Bar Boulevard)	Diamond Bar Boulevard Complete Street Project[1]	Plantings, furnishings, colored concrete pavers in crosswalks, lighting as well as monument signs and decorative accents that both add visual interest and pay tribute to the area's ranching heritage.	The design for the project has been completed, and the project is fully funded through a $3 million Metro grant, and $4 million under the State Transportation Commission's Active Transportation Program (ATP) Cycle 6 Metropolitan Planning Organization allocation. Construction commenced in July 2024.
2	0.8 mile southwest of Planning Area	Phase I of SR 57/60 Confluence Chokepoint Relief Project[2]	Construct a westbound Grand Avenue on-ramp and a westbound auxiliary lane on SR-60. Construct interim operation improvements at the Grand Avenue Interchange.	Construction completed.
	0.1 mile southwest of Planning Area	Phase II of SR 57/60 Confluence Chokepoint Relief Project[2]	Phase IIA: Construct improvements on the arterial highways, including Grand Avenue south of the SR-60 Interchange, approximately 0.4 mile of Golden Springs drive, and rebuild the intersection of Grand Avenue and Golden Springs Drive. Phase IIB: Construct a westbound off-ramp and an auxiliary lane to Grand Avenue.	Construction completed.
	Adjacent to northern edge of Planning Area (SR-60 onramps and offramps)	Phase III of SR 57/60 Confluence Chokepoint Relief Project[2]	Construct Grand Avenue Bridge over SR-60, eastbound bypass off-ramp, and bypass connector.	Currently under construction; planned completion in 2028.
3	Approximately 5.5 miles north of Planning Area (at SR-57 and Arrow Highway)	San Dimas Downtown Specific Plan[3]	The Specific Plan will help establish a planning and zoning framework for encouraging innovative, transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. During the planning process, new housing, retail, employment, and	Planning in progress, with adoption anticipated in 2024 and likely construction overlap with refined project.

TABLE 5.2-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
			hospitality uses in the downtown area will be proposed to complement a new Metro Gold Line passenger light rail and transit station opening in 2025. Several opportunity sites within walking distance of the transit station will allow significant potential for infill development and adaptive reuse of existing underutilized properties downtown.	
4	Approximately 2.2 miles southwest of Planning Area (850 Brea Canyon Road)	Brea Canyon Business Park Project[4]	A private commercial development project proposed on an approximately 5.7-acre vacant parcel. The City Council approved this development on November 19, 2019, which consists of a 109-room, four-story hotel; a 47,642-square-foot, three-story office building; and an 8,900-square-foot, one-level medical office building. In 2022, the applicant requested approval to revise this project to: • Eliminate the condominium subdivision for a single-story 8,900-square-foot medical office building and replace with a single-story 2,718-square-foot drive-thru restaurant building. • Add an additional 15 rooms to the four-story hotel for a total of 124 rooms. • Create a southbound left-turn pocket on Brea Canyon Road to accommodate a left-turn-in access to the site. As part of this project, off-site beautification and traffic improvements on Brea Canyon Road and Lycoming Street will also be implemented,	Approved; three-story medical office building has been constructed and occupied. Off-site beautification and traffic improvements were completed in June 2024. Construction of the drive-thru restaurant was completed in April 2025. The four-story hotel is anticipated to start construction in 2026.

TABLE 5.2-1
RELATED PROJECTS

No.	Proximity to Planning Area	Project Name	Project Scope	Construction Overlap Time Period
			including decorative elements in keeping with the City's design guidelines and a new left-turn pocket into the project site from southbound Brea Canyon Road.	
5	Approximately 3.7 miles south of Planning Area	Crooked Creek Residential Subdivsion[5]	The proposed residential project includes the development of seven single-family residences and associated infrastructure including a southward expansion of the existing Crooked Creek Drive at a 12.9-acre undeveloped site. Five of the seven residential structures are proposed to include an attached Accessory Dwelling Unit (ADU).	Approved. Construction is anticipated to start in 2026.
6	Within Planning Area or within 3.0 miles of Planning Area	San Gabriel Valley Transit Feasibility Study	Metro is conducting the San Gabriel Valley Transit Feasibility Study to explore route options for potential new public transit services that would increase transit service with east-west Bus Rapid Transit (BRT) within 3 miles of the Planning Area. Please see the Draft Transportation Study (Appendix E, pp. 16–17) for more information.	TBD

Source:
[1] City of Diamond Bar. N.d. Diamond Bar Boulevard Streetscape Project. https://www.diamondbarca.gov/462/Diamond-Bar-Boulevard-Streetscape-Projec (accessed May 22, 2024).
[2] San Gabriel Valley Council of Governments. N.d. 57/60 Confluence Project. https://www.sgvcog.org/5760project (accessed May 22, 2024).
[3] City of San Dimas. N.d. Downtown Specific Plan. https://www.sandimasca.gov/departments/community_development/planning_division/downtown_specific_plan.php (accessed May 22, 2024).
[4] City of Diamond Bar. March 2022. Brea Canyon Business Park. https://www.diamondbarca.gov/892/Brea-Canyon-Business-Park-Project (accessed May 22, 2024).
[5] City of Diamond Bar. May 2022. Crooked Creek Residential Subdivision. https://www.diamondbarca.gov/1066/Crooked-Creek-Residential-Subdivision (accessed May 22, 2024).

Aesthetics

The Planning Area currently contains parking lots with reflective asphalt surfaces that are a source of glare. The refined project would introduce sources of light and glare from window and lighting applications. Considering that the existing condition includes surface parking lots with considerable amounts of reflective asphalt surface, the Specific Plan would reduce surface parking areas with buildings, pedestrian walkways, and green spaces, thus resulting in an overall reduction of glare from surface parking. The only related projects that are located close enough to the Planning Area to combine with the refined project to result in cumulative light and glare are Related Project No. 1 (Complete Street Project) and Related Project No. 2 (SR 57/60 Confluence).

With respect to Related Project No. 1, it would add lighting and potentially associated glare along Diamond Bar Boulevard, which runs through the Planning Area. However, Diamond Bar Boulevard is currently paved with asphalt and lighted. Related Project No. 1 would install plantings, furnishings, and colored concrete pavers, lighting, signs, and accents to improve the visual interest along Diamond Bar Boulevard. The improvements along Diamond Bar Boulevard would potentially reduce glare compared to existing conditions and retain light within the project footprint because it would be required to comply with the Diamond Bar City Code and the General Plan 2040.

With respect to Related Project No. 2, it is possible that new lighting could be introduced with the construction of this freeway improvement project. However, all new lighting would be required to be oriented along the freeway facilities and would not spill off-site or create substantial glare in accordance with the Caltrans Roadway Lighting Manual.[9]

Considering the existing conditions and compliance with City and State regulations, the light and glare from the refined project in combination with Related Project No. 1 and Related Project No. 2 would result in a less than significant cumulative aesthetics impact.

Air Quality

The refined project would contribute to cumulatively significant impacts to air quality, resulting in a cumulatively considerable net increase of criteria pollutants for which the region is in nonattainment. As stated in Section 3.2, *Air Quality,* with implementation of Mitigation Measures MM-AQ-1 through MM-AQ-7, the refined project would still result in significant and unavoidable impacts in relation to conflicts with an applicable air quality plan, cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, exposure of sensitive receptors to substantial concentrations of ROG, NO_x, CO, $PM_{2.5}$, and PM_{10} emissions.

The refined project, similar to the related projects, would have temporary short-term construction impacts. Short-term cumulative impacts to air quality could occur if simultaneous construction activities between the refined project and nearby projects would occur. Regarding local impacts, cumulative construction particulate matter (e.g., fugitive dust; $PM_{2.5}$ and PM_{10}) impacts are considered if any known related projects are located within a few hundred yards of each other where fugitive dust and particulate matter are close enough to combine. As presented in Table

[9] California Department of Transportation. July 2021. Roadway Lighting Manual, Division of Traffic Operations, First Edition. https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/manuals-policy-data-reports/roadway-lighting-manual-072021-a11y.pdf (accessed November 27, 2024).

5.2-1, the related projects that are located within relatively close proximity to the Planning Area (i.e., close enough where construction emissions could combine) are Related Project No. 1 and Related Project No. 2 (Phase III of SR 57/60 confluence).

During operation, emissions from the refined project and related projects would likely result in a substantial increase in criteria air pollutants. As discussed in Section 3.2, cumulative mitigated emissions for ROGs, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ would decrease relative to unmitigated emissions; however, cumulative impacts would continue to exceed SCAQMD daily significance thresholds for these criteria pollutants and contribute to existing or projected air violations.

Therefore, the refined project would result in significant cumulative impacts with respect to air quality and the impact would be cumulatively considerable when considered with the related projects.

Greenhouse Gas Emissions

CEQA Guidelines Section 15183.5(b) states: "A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis…." The City's Climate Action Plan (CAP) takes into account the cumulative nature of greenhouse gas emissions. As stated in Section 3.3, *Greenhouse Gas Emissions*, with the General Plan 2040–designated population projection of approximately 66,685, per capita emissions in the City for the Planning Area are estimated to be roughly 1.10 metric tons of carbon dioxide equivalent ($MTCO_2e$) per capita (see Table 3.3-4, *Annual Certified General Plan EIR [Planning Area Only] and Refined Project GHG Emissions in $MTCO_2e$*). The refined project would result in a net reduction of 67,170.7 $MTCO_2e$ per year between construction and operations when compared to the General Plan 2040 as addended. The net effect of the refined project is to reduce per capita GHG emissions by 1.01 $MTCO_2e$ per capita, thus meeting the CAP's GHG emissions targets (Table 3.3-4). Therefore, the refined project would continue to meet the 2040 per capita GHG emissions target of 4 $MTCO_2e$ as stated in the City's CAP and would not substantially increase these impacts as mentioned in the Certified General Plan EIR. Construction and operational impacts from the refined project would result in less than significant impacts in relation to the generation of GHG emissions, either directly or indirectly. Therefore, the cumulative GHG emissions impact would be less than significant, and this impact would not be cumulatively considerable when considered with the related projects.

Hydrology and Water Quality

As discussed in Section 3.4, *Hydrology and Water Quality*, the refined project would result in less than significant impacts to groundwater supplies or interference with groundwater recharge. The following components of the refined project would affect groundwater supplies and groundwater recharge:

- An increase in housing units and hotel rooms
- A decrease in commercial space
- An increase in open space
- Compliance with LID design features discussed in the Specific Plan

Considering the components of the refined project in combination with regulatory compliance, the refined project would have a less than significant impact on groundwater supplies and groundwater recharge.

With respect to the related projects, it is assumed that all of the related projects would comply with groundwater quality and groundwater recharge regulations and applicable requirements. As such, the refined project in combination with the related projects would result in a less than significant cumulative impact on groundwater supplies and groundwater recharge.

Noise

Ambient Noise

Assuming all future development under the refined project complies with City noise regulations, temporary increases in noise levels from construction would be less than significant. Short-term cumulative impacts could occur if construction activities for the refined project and nearby related projects occur simultaneously. The related projects that are located close enough to the refined project to combine construction noise are Related Project No. 1 and Related Project No. 2. Construction of Related Project No. 1 would likely be completed prior to the construction of the refined project. Related Project No. 2 is a freeway improvement project, of which construction activities typically occur at night and weekends when the freeways are less traveled. If the construction of the refined project overlaps with Related Project No. 2, then the construction hours and days would not likely overlap. Therefore, the cumulative impact of the refined project in combination with related projects would be less than significant.

With respect to operation, the refined project would result in an increase in traffic from the increase in residents in the Planning Area. However, the increase in single-occupancy vehicle trips would be minimized through implementation of the refined project, as it is anticipated to encourage public transit use in the vicinity of the Planning Area and would include a road diet. While the refined project would increase traffic compared to the traffic analyzed in the Certified General Plan EIR, the overall increase in vehicle trips per day is not anticipated to increase in a manner that would result in a perceivable change in traffic noise.[10] With respect to stationary noise sources during operation, compliance with noise regulations would ensure stationary noise sources would not substantially increase the noise levels. Therefore, the operational noise impacts of the refined project would be less than significant.

The related projects that are located close enough to the refined project to combine operational noise are Related Project No. 1 and Related Project No. 2. Related Project No. 1 is the Diamond Bar Complete Street project, which would be operational prior to the refined project. The operation of Related Project No. 1 is not anticipated to substantially increase ambient noise levels because it consists of plantings, furnishings, colored pavers, crosswalks, lighting, and other decorative and operational improvements to Diamond Bar Boulevard; it would not substantially increase roadway noise in the area. Phase III of Related Project No. 2 is the construction of a bridge over SR-60, an off-ramp, and a by-pass connector (Phases I and II are already completed). Roadway noise could increase with the completion and operation of Phase III of Related Project No. 2; however, the increase is not anticipated to be substantial because the new bridge, off-ramp, and connector would accommodate or relieve existing traffic congestion, which would ensure there would not be an audible increase in noise (3 dBA). Therefore, the cumulative impact of the refined project in combination with related projects would be less than significant.

[10] A 3 dB change is generally the point at which the human ear will perceive a difference in noise level. Due to the nature of the decibel scale, a doubling of traffic would result in a three-decibel increase in noise levels. Traffic would need to increase at least three times to result in a readily perceived (5 dB) increase in noise. See Section 3.5, Noise, in this Draft Supplemental EIR.

Vibration

The vibration analysis for the Certified General Plan EIR calculation the minimum distance that large bulldozers and loaded trucks could operate at for Class I through IV structures without causing significant damage (Table 3.5-10, *Certified General Plan EIR Distances within Vibration Damage Criteria*). The Certified General Plan EIR found that construction activities would be required to not operate within the distance for each structure type shown in Table 3.5-10 to avoid exceeding the vibration structural damage criteria. The construction distance requirements listed in Table 3.5-10 would still apply to all future development under the refined project. This, combined with compliance with Section 8.12.840 of the Diamond Bar City Code,[11] would ensure that impacts in relation to vibration would be less than significant under the refined project.

The related projects that are located close enough to the refined project to combine construction vibration (i.e., close enough for vibration to be perceived by humans) are Related Project No. 1 and Related Project No. 2. Construction of Related Project No. 1 commenced in July 2024 and would likely be completed prior to the construction of the refined project. Related Project No. 2 (Phase III of SR 57/60 confluence) is a freeway improvement project, of which construction activities typically occur at night and weekends when the freeways are less traveled. If the construction of the refined project overlaps with Related Project No. 2, then the construction hours and days would not likely overlap. Therefore, the cumulative impact of the refined project in combination with related projects would be less than significant.

Ground-borne vibration associated with operation of the refined project would include vehicular traffic from operational activities within the Planning Area. However, the Certified General Plan EIR found that vehicular traffic would result in less than significant impacts related to ground-borne vibration, as the vibration from vehicles is temporary and intermittent, and it generates up to 0.005 in/sec PPV, which is well below the threshold of perception for humans (0.035 in/sec PPV). Similarly, traffic vibration from the refined project would be below the threshold of human perception, resulting in less than significant operational impacts.

The related projects that are located close enough to the refined project to combine operational vibration are Related Project No. 1 and Related Project No. 2; both of these related projects are roadway improvement projects. Similar to the refined project, and as discussed in the Certified General Plan EIR, vehicular traffic would not generate vibration that is perceptible to humans. Furthermore, neither Related Project No. 1 nor Related Project No. 2 would introduce sources of vibration that could be perceptible to humans; as such, neither individually nor combined would the related projects in combination with the refined project generate vibration at a level that could be perceptible. Therefore, the cumulative impact of the refined project in combination with related projects would be less than significant.

[11] Section 8.12.840 of the Diamond Bar City Code states: “Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of one to 100 Hertz.

Public Services

Parks

As discussed in Section 3.6, *Public Services*, considering the minimal change in the amount of parks and open space per resident (2.9 versus 2.81 acres per 1,000 residents) and the potential contribution of future residential development under the Quimby Act, the refined project would result in a less than significant impact to parks. Related projects that would increase the number of residents in the City could combine with the refined project to increase the demand for parks. The only related projects that include housing are Related Project No. 3 (San Dimas Downtown Specific Plan) and Related Project No. 5 (Crooked Creek Residential Subdivision). These two related projects are located approximately 5.5 miles and 3.7 miles from the Planning Area, respectively. The distance of these two related projects from the Planning Area makes it unlikely that residents of those related projects would use the same parks as the residents of the refined project because residents typically use local parks within one mile of their residence (see Section 3.7, *Recreation*, regarding typical use of parks). Therefore, the cumulative impact of the refined project in combination with the related projects on parks would be less than significant.

Libraries

As discussed in Section 3.6, *Public Services*, consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services. Therefore, the refined project would result in less than significant impacts on library services. Related projects that would increase the number of residents in the City could combine with the refined project to increase the demand for libraries. The only related projects that include housing are Related Project No. 3 (San Dimas Downtown Specific Plan) and Related Project No. 5 (Crooked Creek Residential Subdivision). Similar to the refined project, it is anticipated that these related projects would adhere to General Plan Policy PF-P-25, which would ensure that cumulative impacts to libraries would be less than significant. Therefore, the cumulative impact of the refined project in combination with the related projects on libraries would be less than significant.

Recreation

As discussed in Section 3.7, *Recreation*, considering the minimal change in the amount of parks and open space per resident (2.9 versus 2.81 acres per 1,000 residents) and the potential contribution of future residential development under the Quimby Act, the refined project would result in a less than significant impact to parks and recreational facilities. Related projects that would increase the number of residents in the City could combine with the refined project to increase the demand for parks. The only related projects that include housing are Related Project No. 3 (San Dimas Downtown Specific Plan) and Related Project No. 5 (Crooked Creek Residential Subdivision). These two related projects are located approximately 5.5 miles and 3.7 miles from the Planning Area, respectively. The distance of these two related projects from the Planning Area makes it unlikely that residents of those related projects would use the same parks and recreational facilities as the residents of the refined project because residents typically use local parks within one mile of their residence (see Section 3.7, *Recreation*, regarding typical use of parks and recreational facilities). Therefore, the cumulative impact of the refined project in combination with the related projects on parks and recreational facilities would be less than significant.

Transportation

The transportation analysis in Section 3.8, *Transportation*, represents a cumulative analysis of transportation conditions through 2040 with the development of the refined project. In November 2024, Gibson Transportation Consulting, Inc. prepared a Draft Transportation Study to evaluate potential transportation impacts (see Appendix E). The refined project would result in significant and unavoidable impacts in relation to per capita vehicle VMT increase, even after implementation of mitigation measure MM-TRANS-1. The refined project would have a cumulatively considerable contribution to this significant impact.

Utilities and Service Systems

Wastewater

As discussed in Section 3.9, *Utilities and Service Systems*, the existing City sewer system within and around the region of the refined project is comprised of numerous sewer lines of varying sizes, slopes, and materials. The Los Angeles County Public Health regulations for wastewater treatment systems, as required by statewide AB 885, set standards for wastewater treatment and monitoring requirements. The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to a Los Angeles County Sanitation Department (LACSD) treatment facility.[12] Alongside compliance with state and local regulations, the refined project's wastewater treatment facilities impacts would be less than significant.

The only related projects that would require wastewater services are Related Project No. 3, Related Project No. 4, and Related Project No. 5 because the other related projects are roadway improvements that do not need wastewater services. Similar to the refined project, the related projects would be required to comply with the AB 885 statewide standards for wastewater treatment and monitoring. With respect to sewer lines, the related projects that would generate wastewater are located at such a distance that their wastewater would not likely combine with the wastewater from the proposed project. Therefore, the cumulative impact to wastewater utilities would be less than significant.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power service to the Planning Area is currently provided by Southern California Edison, natural gas service is provided by the Southern California Gas Company (SoCalGas), and telephone and internet services are provided by Spectrum and Frontier. As discussed in Section 3.9, it is not anticipated that the refined project would require the relocation of construction of new or expanded electric power, natural gas, or telecommunication facilities.

The only related projects that would require electric power, natural gas, and telecommunication facilities are Related Project No. 3, Related Project No. 4, and Related Project No. 5 because the other related projects are roadway improvements that do not need these services during operation. None of the three related projects that would require these services are located within the City of Diamond Bar. Nonetheless, it is possible that some of these related projects could be serviced by the same providers as the refined project. As no current or projected service

[12] City of Diamond Bar. December 4, 2023. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

shortfalls are anticipated with the development of the refined project, the refined project would not combine with the related projects to create the need for new or expanded electric power, natural gas, or telecommunication facilities. Therefore, the cumulative impact regarding electric power, natural gas, or telecommunication facilities would be less than significant.

Water Supply

The refined project would not contribute to cumulatively significant impacts in relation to utilities and service systems, when combined with the related projects. The refined project proposes approximately 705 more residential units and 103 more hotel rooms when compared to the 2022 Housing and Land Use Updates; however, the refined project would not substantially change the land use types when compared to the 2022 Housing and Land Use Updates as evaluated in the Certified General Plan EIR.

The Water Supply Assessment (WSA; Appendix H to this Draft SIR) prepared for the refined project accounted for all growth within the WVWD service area and, therefore, takes cumulative growth into account (including the related projects). As stated in the WSA, based on the demonstrated reliability of WVWD's combined water supply sources, sufficient water supplies can be reasonably concluded to be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, with the refined project, including during single and multiple dry years (i.e., five consecutive dry years). Therefore, there would be less than significant cumulative impacts on water supply.

5.3 Significant and Unavoidable Impacts

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Chapter 3, *Environmental Setting and Impacts*, of this Draft SIR, the refined project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after compliance with applicable federal, State and local regulations; and the application of the feasible mitigation measures identified in this Draft SIR. As previously discussed, this environmental analysis evaluates the refined project and provides a "supplement" to the Certified General Plan EIR. Furthermore, as a programmatic document, as defined in Section 15168 of the CEQA Guidelines, this SIR presents an assessment of the potential impacts of the refined project, a subcomponent of the citywide assessment conducted in the Certified General Plan EIR. The impacts that cannot be mitigated to a level of less than significant are as follows:

Air Quality

As stated in Section 3.2, *Air Quality*, the Certified General Plan EIR found that the 2022 Housing and Land Use Updates would exceed SCAQMD significance thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). As stated in Table 3.2-4, *SCAQMD Air Quality Significance Thresholds,* the refined project would result in significant and unavoidable impacts to air quality because it has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project is in nonattainment under applicable federal and state ambient air quality standards (Impact 3.2.2).

Like the findings in the Certified General Plan EIR, the refined project would exceed regulatory thresholds for carbon monoxide (CO) during operations due to the associated vehicular traffic and

area sources that the refined project's land uses would be anticipated to generate. Long-term regional operational emissions would continue to result in exceedance of CO emissions based primarily on area source emissions that would originate from the refined project. Regional operational emissions for CO would, therefore, remain potentially significant (Impact 3.2.2).

The Certified General Plan EIR determined that with the implementation of mitigation measures, impacts would remain significant and unavoidable in relation to exposing sensitive receptors to substantial pollutant concentrations. During construction, the refined project would not be expected to result in any additional short-term impacts to sensitive receptors beyond those evaluated in the Certified General Plan EIR. The refined project would not cause or contribute considerably to the formation of CO hotspots; and no exceedances of CO at intersections adjacent to the Planning Area would rise to the level of an exceedance of these standards. The refined project is anticipated to result in reduced vehicular miles in the long-term through the provision of multi-modal transit access and proposed mixed-use development supporting localized multi-modal transportation options. The implementation of TDM Program measures (see Appendix F, *Transportation Study*) for the refined project will increase active transportation opportunities and reduce VMT, and therefore decrease mobile emissions from employees and residents in the Planning Area compared to the Certified General Plan EIR. During operations, the refined project would not be expected to result in any additional long-term impacts to sensitive receptors beyond those evaluated in the Certified General Plan EIR. However, impacts would remain significant and unavoidable in relation to exposing sensitive receptors to substantial pollutant concentrations during construction and operation (Impact 3.2.3).

Transportation

Similar to the Certified General Plan EIR, the refined project would have a significant and unavoidable impact to transportation with respect to the criteria in CEQA Guidelines Section 15064.3, referred to as Vehicle Miles Traveled (VMT). Of the 759,988 baseline project-generated VMT, 682,575 VMT are attributable to residents and 77,413 VMT are attributable to employees. The Transportation Demand Management (TDM) Program would reduce resident VMT by 31,984 and employee VMT by 3,801. With this reduction, the baseline project-generated VMT for the refined project with MM-TRANS-1 would be 724,203, or 33.75 VMT per service population. This remains above the significance threshold of 29.55 VMT per service population; therefore, the refined project would have a significant and unavoidable impact with respect to baseline project-generated VMT per service population.

Of the 655,812 cumulative project-generated VMT, 602,630 VMT are attributable to residents, and 53,182 VMT are attributable to employees. The TDM Program would reduce resident VMT by 28,238 and employee VMT by 2,611. With this reduction, the cumulative project-generated VMT for the refined project with MM-TRANS-1 would be 624,962, or 33.74 VMT per service population. This remains above the significance threshold of 29.55 VMT per service population; therefore, the refined project would have a significant and unavoidable impact with respect to cumulative project-generated VMT per service population.

With the implementation of MM-TRANS-1, impacts would remain significant and unavoidable in relation to baseline and cumulative project-generated VMT. Therefore, the refined project would have a significant and unavoidable impact with respect to in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) for per service population (Impact 3.8.1).

5.4 Significant Irreversible Environmental Change

The State CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines § 15126.2[d]). An environmental change would fall into this category if:

a) the project would involve a large commitment of non-renewable resources;
b) the primary and secondary impacts of the project would generally commit future generations to similar uses;
c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or
d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy). (CEQA Guidelines Section 15126.2(d).)

The Planning Area is located in an urbanized area and completely developed with existing buildings, parking lots, infrastructure, and ornamental landscaping. Future development within the Planning Area under the refined project would consist of infill and redevelopment of existing buildings and structures at a higher density than currently allowed and would not result in significant changes in the overall planned land use pattern of the Town Center Focus Area in the adopted General Plan 2040 as modified by the Housing Element Update as analyzed in the Certified General Plan EIR, as addended.

Commitment/Consumption of Nonrenewable Resources

Nonrenewable resources include land, waterways, and resources that are renewable only over long timespans, such as soil productivity. A resource commitment is considered irretrievable when the use or consumption of the resource is neither renewable nor recoverable for use by future generations.

Construction-Related Commitments

Irreversible environmental changes could result from construction of the refined project. As with the development anticipated in the adopted General Plan 2040, construction of the refined project would result in the consumption of building materials such as lumber, sand, and gravel; natural gas; electricity; water; and petroleum products to process, transport, and build with these materials. Construction equipment running on fossil fuels would be needed for demolition, excavation, and the shipping of building materials. Demolition and construction debris would be recycled to the extent feasible in compliance with State and local requirements. Nonetheless, due to the nonrenewable or slowly renewable nature of these resources, this represents an irretrievable commitment of resources.

However, as stated in the Certified General Plan EIR, development of the refined project would not necessarily result in the inefficient or wasteful use of resources. Compliance would be required with all applicable building codes, State waste diversion requirements, and adopted General Plan policies, which encourage conservation of natural resources to the maximum extent feasible. Although it is possible that new technologies or systems will emerge or become more cost-effective or user-friendly that may further reduce reliance upon non-renewable natural resources, future activities related to implementation of the refined project could result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline for automobiles and construction equipment.

Operation-Related Commitments

Implementation of the refined project could result in the long-term commitment of various resources to urban development. While the refined project itself would not directly entitle or result in new development, it is reasonably foreseeable that the Specific Plan, which acts as a blueprint for growth and development in the Planning Area, could result in irreversible commitment of nonrenewable and/or slowly renewable natural and energy resources.

As stated in Section 3.2, *Air Quality*, and Section 3.8, *Transportation*, full buildout of the refined project would result in increases in vehicle trips that would potentially contribute to long-term degradation of air quality and atmospheric conditions in the region. Technological improvements in automobiles, including electronic vehicles, may lower the rate of air quality degradation in the coming decades. Nevertheless, as stated in the Certified General Plan EIR, vehicle trips resulting from implementation of the refined project could result in the irreversible consumption of nonrenewable energy resources, primarily in the form of fossil fuels, natural gas, and gasoline from nonelectric automobiles, and long-term degradation of air quality.

Energy resources would be utilized as part of the operation of the refined project, leading to a consumptive energy increase compared to existing conditions. The existing conditions of the planning area comprise a developed area with a large parking lot. The refined project would provide housing towards meeting the City's RHNA goals. New construction is required to meet newer energy code requirements, which are more stringent than the requirements for existing buildings. According to the Diamond Bar CAP, the City aims to achieve a 50 percent energy reduction through energy efficiency retrofits compared to the baseline in 30 percent of existing homes citywide by 2040.[13] Additionally, the refined project would be required to comply with the California Green Building Standards code. Renewable energy would be employed to reduce energy consumption during operation. To the extent that new development uses nonrenewable energy sources, this would represent an irreversible environmental change.

As stated in Section 3.9, *Utilities and Service Systems*, and in the Certified General Plan EIR, as the refined project would accommodate new population and jobs, it would increase the demand for water and place a greater burden on water supply. While additional residents and workers would use more water, the City is expected to have adequate water to meet demand in normal and wet years in 2040. The water demand increase would represent an irreversible environmental change because the use of this resource would increase.

Future Commitment of Land Uses

The Specific Plan acts as a blueprint for growth and development in the Planning Area. The refined project would alter/refine the amount of certain land use categories to better accommodate the future needs of the City. As shown in Table 2.3-1 in Chapter 2, *Project Description*, the refined project would increase housing units (705 units), hotel rooms (103 rooms), and open space (40,000 square feet), while decreasing commercial space (64,000 square feet) in the Planning Area. Therefore, the refined project would alter/refine the types of land uses already committed to future generations in the Planning Area by the adopted General Plan 2040 and the 2021-2029 Housing Element Update.

[13] City of Diamond Bar. 2019. Diamond Bar Climate Action Plan 2040. https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId= (November 7, 2024).

Irreversible Changes from Environmental Accidents

Existing and future development projects in the Planning Area may transport, use, or dispose of hazardous materials; and hazardous materials could be accidentally released into the environment during these activities. In most circumstances, the potential risks posed by hazardous materials use and storage are primarily local and, therefore, limited to the immediate vicinity of each use. Moreover, the transport, use, and disposal of hazardous materials are heavily regulated at the federal and state level. Compliance with existing federal, state, and local laws and regulations that are administered and enforced by the City would reduce risks associated with the routine use, storage, and transport of hazardous materials and would reduce the risk that significant irreversible changes from accidental releases would occur. Hazardous and hazardous materials were scoped out of the SIR (Appendix B, *Initial Study*), as there would not be significant impacts.

Justification of Consumption of Resources

Implementation of the refined project is needed, in part, to accommodate growth within the City. As previously discussed, new construction is required to meet current energy code requirements, which are more stringent than the requirements for existing buildings. The refined project would comply with California Green Building Code standards. Furthermore, compliance would be required with all applicable building codes, State waste diversion requirements, and adopted General Plan policies, which encourage conservation of natural resources to the maximum extent feasible. Therefore, the proposed consumption of resources would not be wasteful.

5.5 Impacts Found Not to Be Significant

CEQA requires that an EIR provide a brief statement indicating why various impacts were determined to be not significant. Here, an Initial Study was prepared to determine whether the refined project would result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts as compared to the impacts in the Certified General Plan EIR, as addended (Public Resources Code § 21166; CEQA Guidelines §§ 15168 and 15162). The issue areas in which impacts were found not to result in new significant impacts or a substantial increase in the severity or previously identified significant impacts were Aesthetics (scenic vistas, scenic resources, and scenic quality), Agriculture and Forestry Resources (all thresholds), Biological Resources (all thresholds), Cultural Resources (all thresholds), Energy (all thresholds), Geology and Soils (all thresholds), Greenhouse Gas Emissions (consistency with plans and regulations), Hazards and Hazardous Materials (all thresholds), Hydrology and Water Quality (water quality, erosion, flooding, polluted runoff, inundation hazard, and water quality plans), Land Use and Planning (all thresholds), Mineral Resources (all thresholds), Noise (airport noise), Population and Housing (all thresholds), Public Services (fire protection, police protection, and schools), Transportation (plan consistency, hazards, and emergency access) Tribal Cultural Resources (all thresholds), Utilities and Service Systems (solid waste generation and regulations), and Wildfire (all thresholds). These issue areas were scoped out in the Initial Study and public scoping process for this SIR (see Appendix B, *Initial Study*).

Aesthetics

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to aesthetics than evaluated in the Certified General Plan EIR in relation to scenic vistas, scenic resources, and scenic quality regulations.

Scenic Vistas

The refined project would result in no impacts to aesthetics in relation to having a substantial adverse effect on a scenic vista. The City General Plan does not designate any scenic vistas, although, as expressed in the Certified General Plan EIR, scenic vistas in the City consist of those afforded from the circulation network as well as of and from open spaces, local hillsides and ridges, and distant views of the San Gabriel Mountains. Views of other natural landscapes can be seen from across the City from public vistas in parks, community facilities, trails, and streets, including main roadways like Diamond Bar Boulevard. By focusing development in infill areas such as the Planning Area, the refined project relieves pressure to develop in open space and agricultural areas to meet the City's RHNA requirements. This allows for the preservation of open space views and the enhancement of urban views. Furthermore, the development implementing the refined project would be subject to design and plan check review in addition to potential project-specific CEQA documentation. Therefore, implementation of the refined project would not have an adverse effect on a scenic vista.

Scenic Resources

The refined project would result in no impacts to aesthetics in relation to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. According to the Caltrans State Scenic Highways System, the Planning Area is not located within a scenic highway corridor.[14] The nearest officially designated scenic highway is SR 91 from SR 55 to East of Anaheim City Limits, located approximately over 11 miles south of the Planning Area. The nearest eligible scenic highway is SR 57 (from the junction of SR 57/SR 60 to SR 90) approximately 1.7 miles southwest of the Planning Area. Based on distance and topography, the Planning Area is not visible from the eligible section of SR 57. The nearest scenic highway is not visible from the Planning Area due to topography and distance. Therefore, there would be no impacts to aesthetics related to substantially damaging scenic resources.

Scenic Quality Regulations

The refined project would result in no impacts to aesthetics in relation to conflicting with applicable zoning and other regulations governing scenic quality in urbanized areas. The City is developed and is an urbanized area. The Land Use and Economic Development Element of the General Plan 2040 establishes a vision for the Planning Area to establish a new pedestrian-oriented Town Center for "the concentration of these new establishments within a walkable area resembling a

[14] California Department of Transportation. N.d. California State Scenic Highway System Lists. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed April 12, 2023).

more traditional downtown."[15] The Planning Area is intended to serve as "a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment." The Planning Area has been designated in the adopted General Plan for "a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses. Offices and professional services, and residential uses are also permitted. Maximum floor area ratio (FAR) is 1.5 and a maximum residential density of 20.0 dwelling units per acre (20.0 du/ac) is permitted."

The Housing Element and Community Character & Placemaking Element of the General Plan state that the City is a scenic community "perched among a landscape of rolling hills"[16] and aims at preserving the visual and community character of the City by strengthening the identity and defining the spatial relationships between gateways, neighborhoods, public realm, and centers of activity through design.[17] The General Plan also notes that new mixed-use development should be context sensitive and unified to include more traditional downtown or town center for retail, gathering and entertainment with a focus on quality design and beautification. The Community Character & Placemaking Element and the Land Use Element provide guidance for attaining and preserving character and identity throughout the community and citywide.[18,19]

A more traditional town center feel to the Planning Area would help define the spatial relationship and provide employment opportunities, retail destinations, gathering spaces, and entertainment variation by strengthening the City's identity and community character in addition to contributing to the housing availability.[20] Furthermore, the refined project includes amendments to the General Plan land use and zoning designations that would be consistent with the vision and purpose of the General Plan 2040 (see Land Use and Planning discussion below). Therefore, there would be no impacts to aesthetics related to conflicting with applicable zoning and other regulations governing scenic quality in urbanized areas.

Agriculture and Forestry Resources

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to agriculture and forestry resources than evaluated in the Certified General Plan EIR. The refined project would have no impact on agriculture and forestry resources. According to the Farmland Mapping and Monitoring Program (FMMP), the Planning Area is Urban and Built-Up Land rather than farmland.[21] The refined project would have no impact in relation to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The Planning Area is not

[15] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=3

[16] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Housing Element Update 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[17] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

[18] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=

[19] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[20] City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

[21] California Department of Conservation, Farmland Mapping and Monitoring Program. 2018. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/ (accessed April 4, 2023).

in an existing zone for agricultural use and, therefore, would not conflict with a Williamson Act contract. The Planning Area, which is developed with commercial uses, does not meet the definition of "Forest Land,"[22] "timberland,"[23] or "Timberland Production Zone."[24] As it was developed within an urban context, there would be no impacts on forestry resources. As the Planning Area does not contain commercial forestry resources, the refined project would not convert forest land to non-forestry uses. Therefore, there would be no impact.

Biological Resources

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to biological resources than evaluated in the Certified General Plan EIR in relation to having a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Potentially sensitive species include those afforded protection pursuant to the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA). This evaluation also included consideration of those species, and associated habitat, afforded protection pursuant to the County of Los Angeles Significant Ecological Area (SEA) Ordinance. The 45-acre Planning Area does not overlap with any SEAs designated for a sensitive or listed species. The nearest SEA is the East San Gabriel Valley SEA, located 1.7 miles directly south of the Planning Area. There are four species of wildlife listed as rare, threatened, or endangered pursuant to FESA and/or CESA within 5 miles of the boundaries of the Planning Area:[25] coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), California black rail (*Laterallus jamaicensis coturniculus*), and tricolored blackbird (*Agelaius tricolor*). There are no California Natural Diversity Database (CNDDB) occurrences for any of the listed species in the boundaries of the Planning Area. No designated or proposed critical habitat for any of these species overlaps with the Planning Area. Additionally, no plant or wildlife species listed as rare, threatened, or endangered pursuant to FESA and/or CESA have been recorded within the Planning Area. Impacts to potentially sensitive species would be considered less than significant under CEQA with the incorporation of mitigation measures BIO-1A through BIO-1F from the Certified General Plan EIR:

- MM-BIO-1A: Preconstruction Surveys for Special-Status Plants
- MM-BIO-1B: Special-Status Planting Plan
- MM-BIO-1C: Listed Endangered and Threatened Plants
- MM-BIO-1D: Environmental Awareness Program
- MM-BIO-1E: Preconstruction Surveys for Special-Status Wildlife
- MM-BIO-1F: Listed Endangered or Threatened Wildlife

The refined project would be entirely contained within the Planning Area; the refined project would not extend to areas beyond what were analyzed in the Certified General Plan EIR. The Planning Area is a fully developed area, with the majority of the parcels consisting of large, paved parking lots with impervious surfaces, and various commercial buildings. Because the Planning Area is a

[22] Public Resources Code § 12220(g).

[23] Public Resources Code § 4526.

[24] Government Code § 51104(g)).

[25] California Natural Diversity Database. N.d. BIOS. https://apps.wildlife.ca.gov/bios6/?bookmark=327 (accessed April 12, 2023).

fully developed commercial area lined with ornamental landscape trees that does not contain any riparian areas, marshes, vernal pools, or other wetlands,[26] there would be no impact in relation to riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, and there would be no impact on state or federally protected wetlands as defined by Section 404 of the Clean Water Act. Additionally, for the same reason, the refined project would not alter water bodies under the jurisdiction of the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Federal Clean Water Act. Further, there are no potential habitat linkages within or adjacent to the Planning Area. Additionally, the CDFW Habitat Connectivity Viewer provides a ranking of 1 out of 5 for the area, with a Rank 1 indicating limited connectivity opportunity for terrestrial wildlife. The CDFW Habitat Connectivity Viewer indicates no fish passage within 5 miles of the refined project or native nursery sites. Therefore, there would be no impact in relation to interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites.

Several non-native trees are anticipated to be removed as part of the refined project; however, there would be no conflict with the Diamond Bar City Code because there are no protected trees in the Planning Area. Therefore, there would be no impact in relation to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The refined project would result in no impact to biological resources in relation to conflicts with the provisions of an adopted Habitat Conservation Plan (HCP), National Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. There are no HCPs or NCCPs with boundaries that intersect the Planning Area.

Cultural Resources

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more significant impacts than the Certified General Plan EIR in relation to historical resources, archaeological resources, and human remains. The City of Diamond Bar does not have a historic preservation ordinance or list of historical resources. No City-designated resources are located within or adjacent to the Planning Area. The existing commercial buildings within the Planning Area were built between 1967 and 2017 (see Table 2.1-1, *Town Center Mixed Use Sites to be Re-Zoned "Specific Plan"*). A California Historical Resource Information System (CHRIS) records search, cultural resource records search at the Southern Central Coastal Information Center (SCCIC), and Sacred Lands File (SLF) search were completed for this project. Four cultural resource studies have been conducted in the Planning Area, though none have been recorded in the Planning Area boundary. In review of California Office of Historic Preservation's Built Environment Resource Directory (BERD), no properties within a quarter mile of the Planning Area had been surveyed. The residential buildings within a quarter mile of the Planning Area do not represent a cohesive pattern within any historic period of significance in the City and do not present examples of architectural style. As such, there is no information to suggest that the surrounding residences were of significant cultural historic value.

As the Planning Area is heavily developed with existing roads and buildings, ground disturbance due to implementation of the Specific Plan would be located primarily in areas that contain heavily

[26] National Wetlands Inventory. N.d. Surface waters and wetlands. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed August 12, 2023).

disturbed soils and engineered artificial fill. Anticipated development in the Planning Area would predominantly occur through the redevelopment of existing properties. While there is limited potential to encounter intact significant resources in disturbed soils, construction as a result of the Specific Plan may encounter intact significant resources beneath the depth of previous disturbances or in pockets of undisturbed soils within existing developments. In addition, infrastructure and other improvements requiring ground disturbance could reach undisturbed (native) soils. Due to the unknown presence of archaeological resources, through implementation of Mitigation Measure Cult-2 of the Certified General Plan EIR,[27] any potential impacts to archaeological resources would be mitigated to a level of less than significant.

There are no existing cemeteries in or adjacent to the Planning Area. Based upon a review of historic aerial photographs and topographic maps, human remains are not known to be located within the Planning Area. Nevertheless, the refined project could cause a significant adverse effect to human remains if native soils are disturbed. Compliance with Section 7050.5 of the California Health and Safety Code would be required during ground-disturbing construction activities. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. Therefore, similar to the Certified General Plan EIR, the refined project's impact due to the potential to disturb human remains would be less than significant.

Energy

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more significant impacts than the Certified General Plan EIR in relation to energy. As described in detail below, the refined project would result in less than significant impacts in relation to conflict with or the obstruction of a state or local plan for renewable energy or energy efficiency. The refined project would follow state and local plans and must follow all federal, state, and local regulations and ordinances. The Diamond Bar Town Center Project would follow California Building Standards (Title 24 part 11 and part 6), Connect SoCal 2024, the General Plan 2040, and the City of Diamond Bar Climate Action Plan 2040 (CAP). Therefore, the refined project would result in less than significant impacts in relation to conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency.

The refined project would result in less than significant impacts to energy in relation to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The refined project would utilize energy resources as part of the construction and operational phases, leading to a consumptive energy increase compared to existing conditions. Electrical power in the City is supplied by SCE. SoCalGas provides natural gas services to the City.[28]

New construction, however, would be required to meet current energy code requirements. Additionally, operation of the refined project would comply with the California Green Building

[27] City of Diamond Bar. 2019. Environmental Impact Report 2040. Public Review Draft. Prepared by Dyett and Bhatia.

[28] City of Diamond Bar. N.d. Diamond Bar Center: Resource Directory. https://www.diamondbarca.gov/BusinessDirectoryII.aspx?lngBusinessCategoryID=23

Standards code and construction emissions requirements. The refined project's energy expenditure would meet these mandates.

Construction

Construction of individual development projects within the Planning Area would result in energy consumption from the use of vehicles and equipment. Dump trucks, graders, dozers, tractors, scrapers, excavators, cranes, forklifts, saws, welding tools, paving equipment, air compressors, and pile drivers, are all expected to be used during development. Petroleum would be consumed during the demolition, excavation, and construction phases of the refined project by heavy-duty equipment, which is usually powered by diesel. Construction of the refined project would result in an increased consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Other forms of energy, such as electricity, would be required for hand powered electric tools during construction activities. Construction activities may also require the use of lighting for the site. The use of electricity for lighting would vary depending on the construction activity needed. Construction activities would likely not occur at an even rate over the 16-year period. Nonetheless, construction of the refined project would occur in accordance with all applicable regulations and policies related to energy efficiency, such as, but not limited to: California Building Standards (Title 24 part 11 and part 6), Connect SoCal 2024, the General Plan 2040, and the CAP. Therefore, the refined project would result in less than significant impacts in relation to wasteful, inefficient, or unnecessary consumption of energy resources during construction.

Operation

Energy consumption would be required for the operation of the refined project. Per the General Plan 2040, solar power would be promoted in future projects. The General Plan promotes the adoption of rooftop and parking lot solar power and/or other alternative energy usage on developed sites in Diamond Bar through actions such as:

a. Establishing incremental growth goals for solar power/alternative energy systems in Diamond Bar.
b. Developing guidelines, recommendations, and examples for cost-effective solar and/or other alternative energy base installation; and
c. Installing solar/alternative energy technology on existing City facilities.

As a mixed-use development, the refined project would reduce vehicle-related energy use by providing more bike lanes, pedestrian access to local shops and businesses, increased transit opportunities, and new employment opportunities for local residents. During operation, energy by for such purposes as heating, ventilation, air conditioning (HVAC), lighting, EV charging, or emergency generators. Any energy use from residential and business operations, such as HVAC, must follow the Building Energy Efficiency Standards (Energy Code). As HVAC systems are required to be operated following the Energy Code, there would be no inefficient or wasteful energy consumption.

Furthermore, the refined project would be developed in accordance with all applicable regulations and policies related to energy efficiency, such as, but not limited to, California Building Standards (Title 24 part 11 and part 6), Connect SoCal 2024, the General Plan 2040, and the CAP. Therefore, the refined project would result in less than significant impacts in relation to wasteful, inefficient, or unnecessary consumption of energy resources during operation.

Geology and Soils

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more significant impacts than the Certified General Plan EIR in relation to geology and soils.

Earthquake Fault Rupture

Similar to the findings of the Certified General Plan EIR, the refined project would result in less than significant impacts in relation to the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Planning Area does not contain any Alquist-Priolo fault traces or fault zones.[29,30] The nearest Alquist-Priolo Earthquake Fault Zone is the Whittier Fault, approximately 6.2 miles south of the Planning Area.[31] The Certified General Plan EIR determined that, due to the absence of active faults in the City the risk of surface rupture would be very low.[32,33] Therefore, impacts would be less than significant related to the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

Seismic Ground Shaking

Similar to the findings of the Certified General Plan EIR, the refined project would result in less than significant impacts in relation to the risk of loss, injury, or death involving strong seismic ground shaking. The Planning Area is located in a seismically active region; however, there are no active faults within its boundaries. Although there are no active faults within the Planning Area, the Public Safety Chapter of the General Plan 2040 states that ground shaking can be caused by activity along these faults in the broader region. The Certified General Plan EIR states that earthquakes in and near the Planning Area have the potential to cause ground shaking of significant magnitude. While the refined project could expose people and property to strong seismic ground shaking, all new buildings would be designed and constructed to resist the effects of earthquake motions in accordance with the California Building Code (CBC; amended and adopted by the City) and the Minimum Design Loads for Buildings and Other Structures established by the American Society of Civil Engineers.[34] As discussed in the Certified General Plan EIR, the policies contained within the Public Safety Chapter (PS-G-1 and PS-P-1 through -6) would address any potential impacts associated with strong seismic ground shaking.[35] Based on compliance with the CBC and the General Plan 2040, the Certified General Plan EIR

[29] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[30] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[31] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[32] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[33] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[34] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[35] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

determined that the development in the City would result in less than significant impacts due to seismic ground shaking.

Seismic-Related Ground Failure

Similar to the findings of the Certified General Plan EIR, the refined project would result in less than significant impacts in relation to the risk of loss, injury, or death involving seismic-related ground failure, such as liquefaction. As previously stated, the Planning Area is almost entirely located within a liquefaction zone.[36,37] Due to the potential for seismic-related ground failure (such as liquefaction) throughout the City, Policy PS-P-2 of the Public Safety Chapter of the General Plan 2040 requires areas identified as having liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo site-specific geotechnical investigation prior to development and to reduce the potential hazard.[38] Based on compliance with the CBC and the General Plan 2040, the Certified General Plan EIR determined that all development in the City would result in less than significant impacts due to liquefaction. Similarly, individual development projects within the Planning Area would be required to comply with the CBC and to be consistent with General Plan 2040 policies, and they would be required to conduct site-specific investigations and implement mitigation measures as may be applicable. Therefore, the refined project would result in less than significant impacts related to seismic-related ground failure.

Landslides

Similar to the findings of the Certified General Plan EIR, the refined project would result in no impacts in relation to the risk of loss, injury, or death involving landslides. Rapid erosion and landslides are most likely to occur on sloped areas. Slope failure is unlikely in the Planning Area, as it contains few steep slopes (i.e., greater than 30 percent).[39] The Planning Area is not located within a landslide zone mapped by the California Geological Survey[40] or an earthquake-induced landslide zone mapped by the Public Safety Chapter of the General Plan 2040.[41] Further, the Certified General Plan EIR states that potential impacts from landslides on future development would be addressed through site-specific geotechnical investigations which would address landslide hazards as applicable.[42] Given that the Planning Area is not at risk for landslides, there would be no impacts as a result of potential landslides.

[36] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[37] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[38] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[39] City of Diamond Bar. 2019. Figure 7-1: Steep Slopes. In the Chapter 7: Public Safety of the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[40] California Department of Conservation, California Geological Survey. N.d. California Earthquake Hazards Zone Application (EQ Zapp). https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed April 11, 2023).

[41] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[42] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

Soil Erosion

The refined project would result in less than significant impacts in relation to substantial soil erosion or the loss of topsoil. Development as a result of the refined project would likely include earthwork activities that could expose soils to the effects of erosion. Once disturbed, either through removal of vegetation, asphalt, or an entire structure, soils could be exposed to wind and water that can cause erosion. The Certified General Plan EIR states that Best Management Practices (BMPs) required under a Stormwater Pollution Prevention Plan (SWPPP) include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil.[43] In addition, development in the Planning Area that disturbs more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of additional BMPs that are specifically implemented to reduce soil erosion or loss of topsoil. Development as a result of the refined project would also be required to comply with the SCAQMD Rule 403, *Fugitive Dust*, which provides dust control measures that stabilize soils before, during, and after construction.[44] Once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete—as is anticipated by the refined project—the erosion risk is typically eliminated or reduced. Therefore, the potential for adverse soil erosion and/or loss of topsoil from the refined project would be less than significant.

Unstable Soils

The refined project would result in less than significant impacts in relation to unstable soils that have the potential to result in landslide, lateral spreading, subsidence, liquefaction, or collapse. Areas with underlying materials that include undocumented fills, soft compressible deposits, or loose debris could be inadequate to support development such as multistory buildings. Slope failure is unlikely in the Planning Area, as it contains few steep slopes (slopes greater than 30 percent present moderate to high erosion hazards).[45,46]

The Certified General Plan EIR states that the potential hazards of unstable soils or geologic units would be addressed largely through the integration of technical information in the planning and design process for projects. The local soil suitability for specific projects would be determined in accordance with standard industry practices and state regulations, such as CBC requirements which have been adopted by the City. Policy PS-P-2 of the General Plan 2040 would require future development in the Planning Area to conduct geotechnical investigations due to the potential for liquefaction.[47] The Certified General Plan EIR states that geotechnical investigations would be required to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils and bedrock to assess potential hazards—such as landslide, lateral spreading, subsidence, liquefaction, or collapse—and recommend site preparation and design measures to address any

[43] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[44] South Coast Air Quality Management District. Amended June 3, 2005. Rule 403 – Fugitive Dust. https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information

[45] City of Diamond Bar. 2019. Figure 7-1: Steep Slopes. In the Chapter 7: Public Safety of the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[46] Soil on slopes greater than 30 percent are subject to rapid runoff and present moderate to high erosion hazards. (City of Diamond Bar General Plan 2040. Chapter 7: Public Safety, page 7-4).

[47] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

hazards.[48] The Certified General Plan EIR states that the risk of exposure to geological hazards such as landslide or lateral spreading would be reduced through the General Plan 2040 policies and the mandate for site-specific geotechnical investigation and mitigation prior to development. These measures are enforced through compliance with the CBC and the corresponding Diamond Bar City Code requirements to address hazards relating to unstable soils and slope failure. Therefore, compliance with existing regulations, the CBC, and consistency with the General Plan 2040 would ensure that impacts due to unstable soils that have the potential to result in landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

Expansive Soils

A less than significant impact would occur with respect to the potential for onsite expansive soils, which could create risks to life or property. Expansive soils have shrink-swell capacity, meaning that they may swell when wet and shrink when dried. Expansive soils can be a hazard for built structures, and may cause cracks in building foundations, distortion of structural elements, warping of doors and windows, and plumbing breakages.[49]

Policy PS-P-2 of the General Plan 2040 would require future development in the Planning Area to conduct geotechnical investigations due to the potential for liquefaction.[50] The Certified General Plan EIR states that geotechnical investigations would be required to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils to assess potential hazards and recommend site preparation and design measures.[51]

Further, the City of Diamond Bar has adopted, and complies with, the CBC, including Section 1809.4, *Foundations on Expansive Soil*, which has been incorporated into the City's Building Code to say: "Unless otherwise specified by a registered geotechnical engineer, foundation systems within the City of Diamond Bar are considered to be on expansive soil and shall be constructed in a manner that will minimize damage to the structure from movement of the soil."[52]

The potential hazards of expansive soils would be addressed through compliance with the Diamond Bar City Code requirements for foundation construction on expansive soils, which incorporates the CBC. Future development in the Planning Area would integrate geotechnical information into the planning and design process to determine the local soil suitability for specific developments. Therefore, compliance with existing regulations, the CBC, and consistency with the General Plan 2040 would ensure that impacts due to expansive soils would be less than significant.

[48] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[49] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[50] City of Diamond Bar. 2019. Chapter 7: Public Safety. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[51] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[52] City of Diamond Bar. N.d. Title 15 – Building and Construction Safety. Chapter 15.00 - Codes. Division 3 – Building Codes. Sec. 15.00.320. - Amendments to the California Building Code. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT15BUCOSA_CH15.00CO_DIV3BUCO_S15.00.320AMCABUCO

Septic Tanks

The refined project would result in no impacts in relation to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Planning Area is currently developed with roads, structures, and businesses that are connected to the City's sanitary sewer system, and the new development resulting from implementation of the refined project would be served by the current sewer system. As development occurs, the LACSD requires new developments to annex into its service area for operation, maintenance, and treatment services.[53] Therefore, the refined project would not include the use of alternative wastewater disposal systems, as it is already served by the City's sanitary sewage system and future development is required to connect to the City's sewage network. Therefore, there would be no impact.

Paleontological Resources

Similar to the findings of the Certified General Plan EIR, the refined project would result in less than significant impacts with mitigation incorporated in relation to destroying a unique paleontological resource or site or unique geologic feature. The Certified General Plan EIR states that the City is underlain by Quaternary Alluvium and the Puente/Monterey Formation. Older Quaternary Alluvium soils beneath surficial deposits have yielded significant vertebrate fossils, and they are assigned a low-to-high paleontological potential with sensitivity increasing with depth. The Puente-Monterey Formation is assigned a high paleontological potential and has yielded significant vertebrate fossils, including one known locality within the City limits. The locality (LACM 7190) is southwest of the intersection of SR-60 and SR-57 and yielded fossil fish specimens.[54]

The Planning Area is currently mostly developed with structures, and those areas that are not developed contain land that has been heavily disturbed by grading. Anticipated development in the Planning Area would occur through infill development on vacant, but previously disturbed land as well as redevelopment of existing properties. As such, ground disturbance would be located primarily in areas that contain heavily disturbed soils and engineered artificial fill. This is not likely to result in impacts to paleontological resources, as they have likely been displaced or disturbed by due to previous construction.

However, construction of the refined project may excavate below the depth of previous disturbances or in pockets of undisturbed soils. In addition, infrastructure and other improvements could reach undisturbed soils. Significant or unique resources have the potential to contribute to the geological and paleontological record of the region and may be of scientific interest.

The Certified General Plan EIR included mitigation measures **MM-GEO-1** and **MM-GEO-2** to reduce impacts to paleontological resources.[55] Therefore, impacts as a result of the refined project would be less than significant with mitigation incorporated.

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[53] City of Diamond Bar. 2019. Chapter 6: Public Facilities. In the Diamond Bar 2040 General Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[54] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

[55] City of Diamond Bar. 2019. Final Environmental Impact Report 2040 for the Diamond Bar Comprehensive General Plan Update and Climate Action Plan. https://www.diamondbarca.gov/961/General-Plan-2040

Greenhouse Gas Emissions

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to GHG emissions than evaluated in the Certified General Plan EIR in relation to conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Plans and Regulations

The refined project would result in less than significant impacts in relation to applicable plans, policies, and reductions adopted to reduce GHG emissions. The refined project is subject to the General Plan 2040, the City of Diamond Bar CAP, and the SCAG 2020-2045 RTP/SCS (Connect SoCal).

City of Diamond Bar General Plan 2040 and Climate Action Plan

The refined project further supports the City's objectives to improve community accessibility and connectivity and would not conflict with the City of Diamond Bar General Plan 2040 and the CAP. The General Plan provides a strategic shift toward transit-oriented and mixed-use development, integrated transportation and land use planning, the promotion of bicycle and pedestrian movements, and transportation demand management.[56]

There are seven bus stops located within 250 feet of the Planning Area to accommodate the anticipated population density increase (the closest bus stop is at Golden Springs Drive and Diamond Bar Boulevard). The refined project would reduce vehicle trips, which would contribute to meeting the CAP's GHG reduction targets. The refined project would allow for car-optional living arrangements in support of the City's climate action initiatives and improve the pedestrian experience.

According to the CAP, traffic-calming policies in the General Plan are among the most significant GHG reduction measures and are projected to account for approximately 3.3 percent of total reductions in 2030.[57] The CAP concluded that the City will meet its GHG emission targets for 2030 and 2040 without any additional measures. Thus, the City's "synergistic land use/transportation planning and other actions in the General Plan would enable the City to meet the standards outlined in California's 2017 Scoping Plan, EO S-3-05, and EO S-3-15." The refined project would also be consistent with the CAP.

Connect SoCal

Connect SoCal is based on shared initiatives with CARB's 2022 Scoping Plan, which facilitates emissions reductions in fossil fuel combustion, particularly from mobile sources. The regional strategies in Connect SoCal include land use configurations that promote more mixed-use development opportunities.[58] The refined project would maintain or enhance achievement of the

[56] City of Diamond Bar. December 2019. Diamond Bar Climate Action Plan 2040. Available at: https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[57] City of Diamond Bar. December 2019. Diamond Bar Climate Action Plan 2040. Available at: https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=

[58] Southern California Association of Governments. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

goals established in Connect SoCal 2020 set forth below in the table below (Table 5.5-1, *Refined Project Consistency with Applicable Connect SoCal 2020 Goals*).

The refined project would maximize multi-modal connections by promoting pedestrian activity and improving connectivity between the Transit-Oriented Mixed-Use neighborhood and surrounding neighborhoods. There are several bus and rail stations located within one-quarter to one-half mile radius of the Planning Area (the closest bus stop is at Golden Springs Drive and Diamond Bar Boulevard), which would further reduce vehicle trips generated by residents and commercial/retail visitors. The Planning Area is within one-half mile of the Diamond Bar Park & Ride parking lot near the confluence of the SR 60 and SR 57 (which serves three bus lines that have service within 15 minutes or less during peak hours).

As further discussed in Section 3.8, *Transportation*, the built environment characteristics of the refined project (i.e., the mix of land uses and the refined project's location) are already designed such that they minimize VMT. In accordance with recommendations from City Transportation Guidelines Appendix D (VMT Reduction Strategies), the refined project would increase residential density, increase development diversity, and provide affordable housing, all of which contribute to reductions in VMT. The location adjacent to two regional freeways serves to minimize trip length, and the proximity to public transit service also helps to reduce automobile trips. Therefore, the refined project would not conflict with the most recent SCAG RTP/SCS, Connect SoCal.[59]

Therefore, construction and operation of the refined project would result in less than significant impacts in relation to the applicable plans, policies, and regulations adopted to reduce GHG emissions.

[59] California Air Resources Board. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf

TABLE 5.5-1
REFINED PROJECT CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2020 GOALS

Connect SoCal 2020 Goals	Refined Project
1. Encourage regional economic prosperity and global competitiveness	**Consistent.** The refined project would provide an additional 705 housing units and 103 hotel units, and 64,000 square feet less commercial space. New job opportunities within the Town Center would result from the refined project. The refined project would enhance existing economic opportunities.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	**Consistent.** The refined project would provide shorter and safer pedestrian crossing distances, additional space to access bicycle lanes, wider sidewalks, bus turnouts, and the provision of community spaces with landscaping. The refined project would improve connectivity between the Transit-Oriented Mixed-Use neighborhood and surrounding neighborhoods.
4. Increase person and goods movement and travel choices within the transportation system	**Consistent.** The refined project's mixed-use development would promote pedestrian, bicycle, and bus transportation options by providing shorter and safer pedestrian crossing distances, additional space to access bicycle lanes, wider sidewalks, bus turnouts, and the provision of community spaces with landscaping.
5. Reduce greenhouse gas emissions and improve air quality	**Consistent.** The refined project would develop 40,000 square feet of open space, which would support environmental sustainability goals. The CAP concluded that the City will meet its GHG emission targets for 2030 and 2040 without any additional measures. Thus, the City's "synergistic land use/transportation planning and other actions in the General Plan would enable the City to meet the standards outlined in California's 2017 Scoping Plan, EO S-3-05, and EO S-3-15." The refined project would result in a net reduction of 67,170.7 $MTCO_2e$ per year between construction and operations when compared to the General Plan 2040 as addended. The net effect of the refined project is to reduce per capita GHG emissions by 1.01 $MTCO_2e$ per capita, thus meeting the CAP's GHG efficiency threshold target of 4.0 $MTCO_2$ per capita (Table 3.3-4).
6. Adapt to a changing climate and support an integrated regional development pattern and transportation network	**Consistent.** Development resulting from the refined project would adhere to Title 24 to increase building efficiency and reduce GHG emissions. The refined project would include infill, mixed-use development, which would promote a more diverse range of transportation options. With respect to integration with the regional development pattern, the refined project would be developed as a town center, which would be consistent with the acknowledged statewide need to locate mixed-use developments close to transportation facilities (Gov. Code Section 65088.4 [SB 743 (2013)]) (see also Chapter 2, *Project Description*).
7. Support healthy and equitable communities	**Consistent.** The refined project would provide shorter and safer pedestrian crossing distances, additional space to access bicycle lanes, wider sidewalks, bus turnouts, and the provision of community spaces with landscaping. In addition, one of the objectives of the refined project is to allow for "car-lite / car-optional living," which would support healthy communities by promoting walking over driving and support equitable

TABLE 5.5-1
REFINED PROJECT CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2020 GOALS

Connect SoCal 2020 Goals	Refined Project
	communities by promoting living without the expense of a car. Therefore, the physical design and programming of the refined project would support health, wellbeing, and environmental sustainability.
8. Encourage development of diverse housing types in areas that are supported by multiple transportation options	**Consistent.** The refined project would include a mix of land uses and a range of housing densities, housing types, and levels of affordability so as to implement the 6th Cycle Housing Element and to fulfill the City's commitment to provide affordable housing opportunities. The refined project would be a complete neighborhood with a sense of place that takes advantage of its location to provide residents and visitors with a unique experience. The refined project is supported by multiple transportation options (e.g., public transportation along the perimeter of the Planning Area and a walkable environment for residents and visitors) and provides the flexibility of a car-optional environment.
9. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent.** The refined project would include a "road diet" feature to calm traffic and promote a walkable environment that could reduce VMT and incentivize the use of nearby public transit options.

Hazards and Hazardous Materials

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Hazardous and Hazardous Materials than evaluated in the Certified General Plan EIR.

Hazardous materials such as fuels, adhesives and solvents used during any construction activities are to be kept to small quantities and contractors should follow standard industry protocols (the California Health and Safety Code and the Code of Federal Regulations [CFR]) for the transport, use, and disposal of necessary hazardous materials. Four sites were identified by State Water Resources Control Board (SWRCB) Geotracker Website as "Leaking Underground Storage Tank,"[60] all of which are gasoline stations. The California Environmental Protection Agency (Cal-EPA) Department of Toxic Substance Control (DTSC) Envirostor website[2] identified one site within a quarter mile of the Planning Area that is an active hazardous materials cleanup site (23671 Golden Springs Drive). However, specific general plan policies PS-P-24 through PSP-28 shall be followed for hazardous materials handling.[61] With the implementation of these policies, the refined project would have less than significant impacts as it relates to the routine transport, use, or disposal of hazardous materials.

The refined project would result in less than significant impacts in relation to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment. All Federal, State

[60] State Water Resources Control Board. N.d. GeoTracker. https://geotracker.waterboards.ca.gov/ (accessed April 5, 2023).

[61] 2 City of Diamond Bar. 2019. Diamond Bar General Plan 2040. https://www.diamondbarca.gov/961/General-Plan-2040

and Local regulations including, the Safety Element of the City of Diamond Bar General Plan 2040 (Subsection 7.5, Hazardous Materials and Operations) general plan policies (PS-P-24 through PS-P-28),[62] would be followed during planning and construction activities of the refined project to prevent the release of hazardous materials into the environment.

The refined project would result in less than significant impacts in relation to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school is Lorbeer Middle School, located approximately 135 feet south of the Planning Area on the south side of Golden Springs Drive. With respect to operational impacts, the residential, commercial, and open space land uses that would be developed with the refined project would typically use regulated cleaning products and other materials that would be disposed of in accordance with the manufacturers' requirements; no acutely hazardous materials or emissions are expected during the operation of the refined project.

If construction projects are proposed for the four closed clean-up gas station sites within the Planning Area, all federal, state and local regulations regarding hazardous materials handling and use shall be followed during planning and construction activities, which would result in less than significant impacts in relation to the emittance of hazardous materials near a school.

The refined project would result in less than significant impacts in relation to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on the review of publicly available government lists and records, the Planning Area does not contain active hazardous materials clean-up sites (see Table 2.9-1 in Section 2.9, *Hazards and Hazardous Materials*, in Appendix B, *Initial Study*).

The refined project would result in no impacts in relation to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and resulting in a safety hazard for people residing or working in the project area. The Planning Area is not located within an airport land use plan or near a public airport. The nearest public airport is Ontario Airport, which is located over 12 miles from the Planning Area.

The refined project would result in no impacts in relation to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. The City is served by the Los Angeles County Fire Department, which provides all fire and emergency medical service needs.[63] Freeways, highways, arterial routes are all identified and may be used as disaster routes in an emergency.[64] Disaster routes in and around the planning area are in the Initial Study and are available on the County of Los Angeles Website.[65] Diamond Bar Boulevard and Golden Springs Drive are designated disaster routes along the Planning Area that can be used during times of emergency or disaster. The Planning Area's ingress and egress are provided by SR-60, with a six-lane thoroughfare (plus left turn pockets) with bike lanes along Diamond Bar Boulevard. Access through the Planning Area is provided from Gentle Springs Lane

[62] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Safety. Hazardous Materials and Operations, Goals and Policies.

[63] City of Diamond Bar. N.d. City of Diamond Bar Department of Public Safety. https://www.diamondbarca.gov/189/Public-Safety (accessed April 5, 2023).

[64] Los Angeles County Public Works. N.d. 2023. Los Angeles County Operational Area: Disaster Routes. https://dpw.lacounty.gov/dsg/DisasterRoutes/ (accessed April 5, 2023).

[65] County of Los Angeles. N.d. Disaster Route Maps (by City): Area D – Diamond Bar. https://dpw.lacounty.gov/dsg/DisasterRoutes/city.cfm (accessed April 5, 2023).

and Diamond Bar Boulevard, connecting to SR-60 and Golden Springs Drive. Construction activities would result in physical alterations to the roads, such as the road diet, narrowing Diamond Bar Boulevard to reduce trips generated from existing traffic on adjacent roadways. Infrastructure improvements may result in temporary lane closures, but emergency access would always be provided on-site during construction and operation per the Diamond Bar City Code. The refined project would maintain at least 20-foot-wide access along Diamond Bar Boulevard and would not introduce any speed bumps or speed humps. In addition, the refined project would be developed in accordance with General Plan 2040 Policy CR-P-2, which states (among other things) that new street designs and efforts to retrofit existing streets would occur without compromising connectivity for emergency vehicles. Also, the California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles. Therefore, there would be no significant impacts in relation to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

The refined project would result in no impact in relation to exposing people or structures to a significant risk of loss, injury, or death involving wildland fire. The Planning Area is not located in a Fire Hazard Severity Zone."[66] State law requires there to be at least 100 feet of defensible space around buildings. The General Plan includes wildfire management strategies, such as designing wildfire-resistant structures, such as constructing buildings so that they have less chance of catching fire from burning embers. Strategies include limiting the use of flammable materials on building exteriors, protecting vents and chimneys from embers, protecting windows from breakage under extreme heat, and screening gutters to reduce accumulation of flammable debris.[67] As such, there is a less than significant impact in relation to the exposure of people or structures to risk, loss, injury, or death as a result of wildfires.

Hydrology

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Hydrology and Water Quality than evaluated in the Certified General Plan EIR in relation to violation of any water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality; substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces; risking release of pollutants in flood hazard, tsunami, or seiche zones due to project inundation; conflicting with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; and conflicting with or obstructing a state or local plan for hydrology and water quality management.

Water Quality

Similar to the evaluation in the Certified General Plan EIR, the refined project would result in less than significant impacts to hydrology and water quality regarding water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality.

[66] CalFire. N.d. Compare Old (2007-2011) with New (2025) Recommended FHSZ in LRA. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ (accessed July 2, 2025).

[67] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Safety. Page 7-17.

Chapter 5.0: Resource Conservation, Water Resources, of the General Plan 2040 outlines Goals RC-G-7, to "protect waterways – including creeks, riverine, artesian springs, seeps, and wetlands – and watersheds in Diamond Bar from pollution and degradation as a result of urban activities"; and RC-G-12, to "pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water recovery."[68]

In addition, Diamond Bar City Code (DBCC) Section 8.12.1630[69] requires that new developments (1) incorporate green infrastructure such as biofiltration or bioretention to offset the potential for stormwater pollutants to enter waterways and (2) adhere to regional Watershed Management Programs, specifically Order No. R4-2012-0175.[70] In the Community Character and Placemaking Element, the General Plan 2040 outlines specific measures for streetscaping along Golden Springs Drive and Diamond Bar Boulevard, which include "managing stormwater through the use of bioswales and other ecology-conscious features."[71] Incorporation of these goals in the design plan, as required by the General Plan 2040 and the DBCC, would result in less than significant impacts to surface and groundwater quality due to the resulting increases in permeable area. The DBCC is ordinance and the General Plan 2040 goals and policies aim to protect and enhance surface water quality in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the municipal MS4 permit, order No. R4-2012-0175.[72] This regulatory framework will provide excellent protection of surface and groundwater quality during the implementation of the proposed specific plan.

The Planning Area is currently mostly impermeable and developed with buildings and surface parking. Large asphalt parking areas are prone to degrade surface water due to the presence of vehicle oils, gasoline, and other fluids that can become exposed to stormwater. The refined project, however, would increase vertical onsite structures that would reduce the overall footprint of impermeable surface parking areas to approximately 4.5 acres, thereby reducing the amount of polluted runoff. Additionally, the refined project includes 40,000 square feet (nearly one acre) of open space.

Furthermore, future development in the Planning Area would be subject to project-specific SWPPPs during all phases of ground disturbance in accordance with the California Construction General Permit. Maintenance of BMPs as outlined in the SWPPPs would prevent any significant impacts to surface water quality as a result of construction of the development anticipated by the Specific Plan. In the case that any future development project site is less than one acre, construction would be required to adhere to Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175),

[68] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 5.5: Water Resources.

[69] City of Diamond Bar City Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

[70] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175)

[71] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Section 3.0: Community Character and Placemaking, Streetscape Improvement Examples.

[72] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175.

Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites,[73] which is reiterated in the DBCC Section 8.13.1630. Therefore, impacts would be less than significant.

Erosion from Drainage

Similar to the evaluation in the Certified General Plan EIR, the refined project would result in no impacts to hydrology and water quality in relation to substantially altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. The refined project would maintain or improve the existing drainage patterns, including use of the existing storm drain infrastructure which runs through the site along Diamond Bar Boulevard.[74] It is anticipated that the amount and rate of stormwater runoff from the Planning Area would be less than that which currently runs off the area, due to the increase in permeable surfaces. The refined project includes landscaping along roads and within the Planning Area, up to 40,000 square feet of open space, installation of bioswales and other ecology-conscious infrastructure and is, therefore, expected to increase permeable surfaces. Furthermore, development of the refined project would meet the goals and policies of the General Plan 2040 as they relate to surface water drainage. General Plan 2040 Section 7.3, Flood Hazards and Protection, includes Policy PS-P-10, which requires "that a drainage study has been completed by a qualified engineer as a prerequisite to new development or the intensification of existing development, certifying that the proposed development will be adequately protected, and that implementation of the development proposal will not create new downstream flood hazards." This policy is also in accordance with DBCC Section 8.12.1630.[75] During ground-disturbing activities and construction of redevelopment under the refined project, a site-specific SWPPP shall be in place for any construction on sites over one acre in size, which specifically addresses erosion and turbidity in any water discharging from the project site. The SWPPP and its required BMPs shall be in place throughout construction and shall be maintained and inspected by a Qualified SWPPP Developer (QSD) at a rate of at least once a month, as well as before and after qualifying rain events, in order to avoid any erosion or siltation on- or off-site. In the case any site is less than one acre, the construction would be required to adhere to Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites,[76] which is reiterated in the DBCC Section 8.13.1630. Therefore, there would be no impact.

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[73] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites. https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/6948_R4-2012-0175_WDR_PKG_amd2.pdf

[74] City of Diamond Bar. 2017. City Of Diamond Bar General Plan Update Existing Conditions Report and EIR. Volume III. Figure 3-5: Existing Storm Drain System. Prepared by Dyett & Bhatia, Urban and Regional Planners, with TKE Engineering and ESA PCR. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

[75] City of Diamond Bar City Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

[76] State Water Resources Control Board. 2012. Los Angeles County Region 4 MS4 Permit, Discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175), Section VI.D.8.d; Table 12: Applicable Set of BMPs for all Construction Sites.

Surface Runoff Flooding

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts to the rate or amount of surface runoff. As described above, the refined project would result in a decrease in impermeable surfaces. As a result, the refined project is anticipated to decrease the amount of surface runoff from the existing, primarily impermeable conditions. Furthermore, upon designing final plans for redevelopment under the refined project, a drainage study shall be completed by a qualified engineer pursuant to General Plan 2040 Policy PS-P-10 and DBCC Section 8.13.1630[77] to ensure that the project would not create new downstream flood hazards. Therefore, the refined project would result in no impact to hydrology and water quality in relation to substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Polluted Stormwater Runoff

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts regarding creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Overall, the refined project would result in a decrease in impermeable surface and an increase in sustainable infrastructure such as landscaping, bioswales, and green infrastructure as outlined in the General Plan 2040 goals discussed above. In June 2013, the City of Diamond Bar amended its City Code to require rainwater low-impact development (LID) strategies for any project that requires building, grading, and encroachment permits. As any development under the refined project would be required to comply with this ordinance. New development would be required to reduce runoff compared to the existing condition.[78] Finally, General Plan 2040 Policy RC-P-23 requires that “post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate.” Therefore, the refined project would result in no impact regarding polluted stormwater runoff.

Flood Flows

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts regarding impeding or redirecting flood flows. The Planning Area is not within a flood hazard area; nor is it in close enough proximity to a river, stream, or flood control channel to impede or redirect flows of these waterbodies. Furthermore, future development under the refined project would be required to be consistent with General Plan 2040 Section 7.0: Public Safety Policy PS-P-10, which “ensures that a drainage study has been completed by a qualitied engineer as a prerequisite to a new development or the intensification

https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/6948_R4-2012-0175_WDR_PKG_amd2.pdf

[77] City of Diamond Bar City Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits.
https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

[78] City of Diamond Bar City Code. 2013. Ordinance No. 14(2013) Relating to Standard Urban Storm Water Mitigation Plan Requirements by Imposing Rainwater Low Impact Development Strategies on Projects that Require Building, Grading, and Encroachment Permits.
https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/lid_and_greenst/doc/lid/diamondbar_lid.pdf

of existing development, certifying that the proposed development will be adequately protected, and that implementation of the development will not create new downstream flood hazards." Therefore, the refined project would result in no impact regarding flood flows.

Inundation Hazard

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts of risking release of pollutants due to project inundation due to the planning area being located sufficiently inland from hazard areas for seiches, tsunamis, and sea level rise. The refined project would result in no impacts because the Planning Area is not in a flood hazard,[79] tsunami,[80] or seiche zone.

Water Quality Plan Consistency

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts regarding conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan. The design and development of the refined project considers water quality through adherence to the goals and policies outlined in the General Plan 2040. Specifically, General Plan 2040 Goal RC-G-7 is to "protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands—and watersheds in Diamond Bar from pollution and degradation as a result of urban activities." General Plan 2040 Goal RC-G-12 is to "pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water recovery." In addition, the refined project would be regulated under DBCC Section 8.13.1630, which requires low-impact development infrastructure in new developments and is a crucial part of the City's Storm Water Management and Discharge Control Ordinance.[81] Each of these goals and the municipal ordinance promotes water quality control through bio-infiltration and fits within the Los Angeles County Basin Plan, Lower San Gabriel Watershed Management Plan, and the City of Diamond Bar's Storm Water Management and Discharge Control Ordinance. Therefore, the refined project would result in no impact regarding water quality plan consistency.

Land Use and Planning

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Land Use and Planning than evaluated in the Certified General Plan EIR.

Community Division

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts regarding physically dividing an established community.

[79] Federal Emergency Management Association. N.d. FEMA Flood Map Service Center https://msc.fema.gov/portal/search?AddressQuery=Diamond%20Bar%20#searchresultsanchor (accessed March 30, 2023).

[80] California Department of Conservation. N.d. California Tusnami Maps and Data. https://www.conservation.ca.gov/cgs/tsunami/maps (accessed March 30, 2023).

[81] City of Diamond Bar. 1996. City of Diamond Bar Ordinance No. 04(1996) Division 5 Stormwater and Urban Runoff Pollution Control. https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT8HESA_CH8.12ENPR_DIV5STWAURRUPOCO_S8.12.1640DE

Existing land uses within the Planning Area range from regional and neighborhood shopping centers to office buildings, professional buildings (including medical offices), service stations (including auto, equipment, and gasoline stations), parking lots for commercial use, stores, banks, restaurants, and a motel. There is no existing residential development within the Planning Area. In any event, the project would not include barriers or other features that would divide the community.

The Planning Area is surrounded by existing residential and commercial uses, including the gated Fall Creek Private Community to the southwest, which is oriented away from the Planning Area and towards South Prospectors Road and has a secondary entrance/exit into the Planning Area to the northeast on Gentle Springs Lane. The residential land uses to the northeast and north are oriented away from the Planning Area and towards Golden Springs Drive, El Vado Road, Palomino Drive, and La Bonita Road. To the southeast, the single-family residences on Golden Springs Drive are also oriented away from the Planning Area, with front yards facing Casa Loma Drive and Charmingdale Road. Similarly, to the south, single-family residences across the street (South Prospectors Road) are also oriented away from the Planning Area, with front yards facing Camaritas Drive, Sabana Drive, and Golden Prados Drive. To the south, the two driveways providing access and egress for Mt. Calvary Lutheran Church and School along Golden Springs Drive are oriented towards these single-family residences instead of the Planning Area. Lorbeer Middle School has all access points oriented to the east along South Diamond Bar Boulevard, with the nearest driveway approximately 0.1 mile south of the Planning Area.

As described in Chapter 2, *Project Description*, ingress and egress to the Planning Area are provided by SR-60 to the north and Diamond Bar Boulevard and Golden Springs Drive to the east. The refined project calls for residential housing, hotel units, commercial and open space areas. The refined project does not require any change to the surrounding transportation network, such as the construction of barriers that could physically divide a community.

Therefore, the refined project would have no impact in relation to physically dividing an established community.

Land Use Plan Consistency

The Certified General Plan EIR determined that the 2022 Housing and Land Use Updates would result in less than significant impacts regarding conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Planning Area is designated by the General Plan 2040 as “Town Center Mixed Use,” the purpose of which is to “encourage a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses, in addition to offices, professional services, and residential uses.”[82] These land uses have already been determined by the City to be compatible in and around the Planning Area by the adopted General Plan 2040, Housing Element, Zoning Code, and Certified General Plan EIR (including its Addendum).

As stated in Chapter 2, *Project Description*, the refined project would involve amendments to the General Plan 2040 and the City Zoning Map. The “Town Center Mixed Use” land use designation in the Land Use and Economic Development Chapter of the General Plan 2040 and Housing Element 2021-2029 establishes a maximum FAR of 1.5 and a maximum residential density of

[82] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040. Land Use & Economic Development. https://www.diamondbarca.gov/DocumentCenter/View/7089/2-Land-Use-Econ-Devr?bidId=

20.0 du/ac.[83] Given that the refined project proposes the development of up to 2,055 housing units (an increase of 705 units), which would result in a maximum residential density of approximately 45.7 du/ac in the Planning Area, the refined project includes a General Plan Amendment to update the established maximum residential density for the Town Center Mixed Use land use designation. Additionally, as stated in the Project Description, the proposed FAR under the refined project is greater than the established 0.25 to 1.00 FAR for the C-1, C-2, and C-3 Zones under the City Development Code. As such, the refined project includes amendments to the City Zoning Map to establish a Specific Plan Zone and to rezone all parcels in the Planning Area to "Specific Plan" to allow the proposed density and FAR of the Specific Plan.

Rezoning parcels to "Specific Plan" would be consistent with the Housing Element Update 2021-2019. The refined project would also be consistent with the General Plan 2040 by implementing its vision of the Town Center Focus Area. The refined project would establish more specific development standards for the new "Specific Plan" zoning designation.

The General Plan 2040 identified the Planning Area as one of four focus areas where land use changes are planned as part of the strategy to provide walkable mixed-use activity centers. These focus areas provide opportunities for infill development that incorporate a range of housing, employment, and recreational land uses to meet the needs of all families, young people, senior citizens, and residents of all incomes. The focus areas are designed in response to community priorities, including a desire for expanded access to entertainment and community gathering places, while accommodating population growth. The land use designation of "Town Center Specific Plan" was proposed and designed to focus on these issues and guide their development. Despite increasing residential density and FAR, the land use designations and associated amendments under the refined project would be consistent with the vision and purpose of the General Plan 2040.

Therefore, the refined project would result in less than significant impacts to land use and planning in relation to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mineral Resources

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Mineral Resources than evaluated in the Certified General Plan EIR.

The refined project would result in no impacts in relation to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. According to California Department of Conservation's mineral land classification maps prepared by the California Geological Survey, the Planning Area is in Mineral Resource Zone 1 (MRZ-1).[84,85] There

[83] City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=

[84] California Department of Conservation, California Division of Mines and Geology. 1984. Plate 6.7: San Dimas Quadrangle Mineral Land Classification Map. In Special Report 143: Mineral Land Classification of the Greater Los Angeles Area, Part IV. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

[85] California Geological Survey. 2007. Plate 1: Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption (P-C) Region, Los Angeles and San

is little likelihood of the presence of significant mineral resources in the Planning Area, which is fully developed with large parking lots and commercial buildings. Thus, there would be no potential loss of value for the region or residents of the area or state.

The refined project would also result in no impacts in relation to the loss of availability of a locally important mineral resource recovery site delineated on a land use plan. According to California Department of Conservation's maps of existing mines, there are no mineral resource recovery sites within the Planning Area.[86] There are also no minerals identified as locally important by the Resource Conservation Element of the General Plan 2040.

Noise

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Noise in relation to exposing people residing or working in the project area to excessive noise levels (for projects 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).

Noise from Airports

The refined project would result in no impacts to noise in relation to exposing people residing or working the project area to excessive noise levels, 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. The Certified General Plan EIR found that the Planning Area is not located within the Airport Influence Area and would not expose residents or employees in the Planning Area to excessive noise levels due to the operation of a private airstrip or public airport. The Planning Area is not located in the vicinity of a private airstrip or an airport land use plan. The nearest airstrip to the Planning Area is the Bracket Airfield, approximately 4.8 miles north of the Planning Area. Therefore, there would be no impact.

Population and Housing

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Population and Housing.

Unplanned Growth

The refined project would result in less than significant impacts to population and housing in relation to inducing substantial direct or indirect unplanned population growth. There are no existing residences within the Planning Area, which is fully developed with commercial land uses (see Table 2.1-1 in Chapter 2, *Project Description*). The March 2021 SCAG RHNA for the City, as reflected in the Housing Element 2021-2029, assigns a total of 2,521 housing units for the City during the 2021 to 2029 planning period. The Certified General Plan EIR included the development of up to 1,350 housing units. At full buildout, the Specific Plan would add 2,055 more housing units to the Planning Area than currently exist, or an increase of 705 residential units in

Bernardino Counties, California. By Russell V. Miller and Lawrence L. Busch. In Special Report 202. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

[86] California Department of Conservation, Division of Mine Reclamation. N.d. Mines Online. Accessed April 4, 2023. https://maps.conservation.ca.gov/mol/index.html (accessed April 4, 2023).

the Planning Area compared to the certified Housing Element, which would contribute to the total housing growth need of 2,521 units for the City.[87]

The refined project's share of the population growth is not considered to be substantial, because the growth is well within the assumed projections in the General Plan 2040 and below the City's expected population growth rate. The refined project's development of 705 additional housing units would, in fact, bring the City closer to its housing needs production goals and would benefit the City in fulfilling the need for housing. In other words, the refined project would accommodate projected population growth within the City. Furthermore, the Specific Plan assumes that all housing that would be developed with the refined project would include either 5 percent low-income or 15 percent moderate-income units.

The project infrastructure would be sized for the needs of the refined project and would not provide capacity for any extensions to other properties that could induce additional development outside of the Planning Area.

The refined project would not result in a substantial increase in population as a result of the labor required to construct and operate the refined project. According to SCAG's 2021 Pre-certified Local Housing Data for the City of Diamond Bar, construction is in the top 15 industry sectors in the City. There are sufficient available labor supplies within 30 miles of the Planning Area to support design, construction, and operation of the refined project. The Planning Area is located in the center of a dense urban area with a high population and readily available workforce, and labor needs would be met through the available labor in Los Angeles County and the surrounding area. The labor force as of February 2023 for Los Angeles County is 5,042,700 with an unemployment rate of 5.3 percent. February 2023 construction industry data in the Los Angeles-Long Beach-Glendale District starts at 921,100 employed, up from 913,500 at the beginning of 2023. Therefore, there is sufficient labor supply within the county to support construction, operation, and maintenance of the residential units, hotel rooms, and the commercial and recreational space. Local contractors and employees would be available and would not require labor forces to move to or near the Planning Area as a direct result of the refined project.

The refined project would not result in a substantial increase in population through housing or construction needs. Therefore, there would be less than significant impacts to population and housing related to inducing substantial direct or indirect population growth.

Displacement

The refined project would result in no impact to population and housing in relation to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. Displacement, in the context of housing and people, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence. The refined project calls for the redevelopment of commercial uses. There are no existing residences/residents within the 45-acre Planning Area. In alignment with the SCAG RHNA and the Housing Element 2021-2029, the refined project would encourage the construction of affordable housing in the City through its development standards that provide for density bonuses that equal or exceed the density bonuses that could be achieved under State Density Bonus Law. The refined project is intended to improve the connectivity of the City's active transportation network rather than divide a community with

[87] The balance of the housing need indicated in the RHNA would be accommodated in other areas of the City.

obstacles to connectivity. Therefore, there would be no impacts to population and housing related to the displacement of substantial amounts of existing people or housing.

Public Services

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Public Services in relation to a substantial increase in the severity of previously identified environmental effects on public services in relation to fire protection, police protection, or schools.

Fire Protection

The refined project would result in a less than significant impact to fire protection services in relation to capacity or service level problems or resulting in substantial adverse physical impacts associated with the provision of new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives.

The Planning Area is not located in a Fire Hazard Severity Zone and, therefore, is not susceptible to wildfires.[88] Urban fires are fires that begin in urban centers. Urban fires are typically localized but have the potential to spread to adjoining buildings, especially in areas where homes and/or business facilities are clustered close together. Urban fire risk in the City can be reduced in many ways, including through the enforcement of updated building and fire codes and the involvement of the Los Angeles County Fire Department in the development review process.

As part of the Consolidated Fire Protection District, the City of Diamond Bar, including the Planning Area, receives urban and wildland services from the Los Angeles County Fire Department, including fire protection services, fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services. According to the Public Safety Element of the General Plan 2040, the Los Angeles County Fire Department has a goal of responding to calls in urban areas within 5 minutes, in suburban areas within 8 minutes, and in rural areas within 12 minutes. However, actual response times vary due to distances and road conditions.

As stated in 2.15, *Public Services*, of the Initial Study (Appendix B), due to the anticipated population increase, the refined project would increase daytime activity throughout the area, which could cause a proportional increase in demand for emergency response, search and rescue, and other fire protection services; albeit the increase would be relatively small and within the anticipated and planned population growth, and therefore would not require the construction of new facilities.

As stated in Section 3.8, *Transportation*, a traffic control plan would be required prior to construction to ensure that construction activities would not impede any emergency response vehicles. Improved interconnectivity with the implementation of the refined project is expected to improve accessibility and would not result in any changes to capacity and service related to the public transit routes and capacity.

[88] CalFire. N.d. Compare Old (2007-2011) with New (2025) Recommended FHSZ in LRA. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ (accessed July 2, 2025).

Fire prevention requires the Los Angeles County Fire Department to inspect all commercial buildings in the City to detect fire and life hazards. In addition, the City adheres to the California Building Code and Fire Code regarding fire safety, including standards for road widths and access, as well as building standards (e.g., construction materials, sprinkler systems).[89,90] The refined project would comply with Los Angeles Fire Department standards, the Diamond Bar City Code, and the California Building Code and Fire Code, which would ensure that fire protection capacity and service levels are maintained. Therefore, the refined project would result in less than significant impacts in relation to fire protection.

Police Protection

The refined project would result in less than significant impacts to police protection services in relation to capacity or service level problems or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives. The Los Angeles County Sheriff Department (LASD) provides police protection services to the City.

The Safety Element of the General Plan 2040 indicates that the LASD requires a staff level of one deputy sheriff per 1,000 people to effectively and efficiently fulfill all of its functions. The refined project would directly increase population growth because it involves development of up to 705 additional residential units, but it is not anticipated to cause a substantial population increase beyond the original anticipated 0.6 percent overall population growth rate for the City in the Housing Element 2021-2029. Due to the anticipated population increase, the refined project would increase daytime activity throughout the area, which could cause a proportional increase in demand for emergency response, search and rescue, and other police services; albeit the increase would be relatively small and within the anticipated and planned population growth, and therefore would not require the construction of new facilities.

Furthermore, as discussed in the Certified General Plan EIR, support for crime prevention in the Planning Area would be provided by the Crime Prevention through Environmental Design and other public safety programs, which would help keep service demand increases to a minimum. The refined project would be a relatively compact/infill development contiguous to existing urbanized areas that are currently served by existing police stations. In addition, General Plan 2040 policies regarding emergency access and travel flow would ensure that emergency vehicles could efficiently access the Planning Area, thereby reducing the need for new facilities.

Therefore, the refined project would result in less than significant impacts regarding capacity or service level, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

Schools

The refined project would result in less than significant impacts to public services regarding capacity or service levels, or result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service

[89] 2022 California Building Code, Title 24. https://codes.iccsafe.org/content/CABC2022P1

[90] Revision Record for the State of California. January 2023. 2022 Title 24, Part 9, California Fire Code. https://www.iccsafe.org/wp-content/uploads/errata_central/2022-California-Fire-Code-Part-9-Errata-eff.-January-2023-5590S221.pdf

ratios, response times or other performance objectives. The refined project would directly increase population growth because it involves new homes that would increase the need for school services. With full development of 2,055 residential units, an increase in population is anticipated. Some of the new residents could be in grades pre-K to 12 and would require school services. However, the refined project is not anticipated to cause a substantial population increase beyond the anticipated 0.6 percent overall population growth rate for the City in the Housing Element 2021-2029. According to the Pomona Unified School District (PUSD) Strategic Plan, PUSD has planned for the economic development and increased capacity for corresponding enrollments as well as student retention.[91] Generally, student enrollment in the PUSD has been trending down.[92] With that plan in place, the public schools in the PUSD have the capacity to absorb more students as the population increases. Nonetheless, in accordance with SB 50 and PUSD Resolution No. 6 (2020-21), "Authorizing the Imposition and Collection of Increased Developer Fees on New Residential Construction," the PUSD would collect fees from new residential development to be used for school facilities. For purposes of CEQA, these fees would constitute complete and full mitigation of any potential impacts related to the demand for new or expanded school facilities. Therefore, the refined project would result in less than significant impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service ratios.

Transportation

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Transportation in relation to conflicting with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

Consistency with Plans and Programs

The refined project would result in less than significant impacts to transportation in relation to potential conflicts with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The refined project was evaluated for consistency with the Circulation Element of the General Plan 2040, and SCAG's Connect SoCal, and assess potential impacts associated conflicts with an applicable plan, ordinance, or policy related to circulation. The refined project could result in a significant impact if development of the Specific Plan would interfere with adopted policies or impede on state, regional, and/or local plans to increase multimodal transportation access, either by obstructing or reducing the extent of existing proposed multi-modal transportation.

SCAG's Connect SoCal's goals include providing adequate levels of accessibility and mobility for the efficient movement of people, goods, and services within the region; and aims to improve transportation system safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts. Connect SoCal outlines a vision for regional strategies to incorporate investments in transportation and land use development,

[91] Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf

[92] Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf

including land use configurations that promote more mixed-use development opportunities.[93] The refined project would support compact mixed-use development within a half-mile of the Diamond Bar Park & Ride parking lot (which serves three bus lines that have service within 15 minutes or less during peak hours), which is consistent with this strategy. The refined project's incorporation of 705 additional housing units is also consistent with Connect SoCal's strategy of improving housing opportunities in the Southern California region, especially near a major transit stop or high-quality transit corridor included in a regional transportation plan.

The Circulation Chapter of the General Plan 2040 provides goals and policies aimed at improving the transportation network within the City, balancing the vehicular circulation needs with safety and access across a variety of modes of transportation. The City's goals include designing roadways to serve pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort/walkability, and commercial patronage. The City's policies promote pedestrian-scaled circulation networks that support the safety and access of neighborhoods and mixed-use development.

The major thoroughfares with access roads to the Planning Area include Diamond Bar Boulevard and Golden Springs Drive, both of which provide painted bike lanes. The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by the SR-60 freeway. The ramp connections near the Planning Area are provided at both the SR-60 (Exit 26) and SR-57 freeways, connecting to Diamond Bar Boulevard.

The refined project would also reduce the width of through lanes surrounding the Planning Area with implementation of the proposed infrastructure improvements. By narrowing Diamond Bar Boulevard, the road diet would provide the local community with shorter pedestrian crossing distances and more existing public right-of-way space to be used as bicycle lanes, sidewalks, and bus turnouts. The proposed road diet would reduce VMT through the increased provision of pedestrian access to existing multi-modal transportation alternatives, including bicycle lanes, wider pedestrian sidewalks, and bus turnouts. By integrating the existing transit facilities, the refined project would provide residents with accessibility to other modes of transportation, resulting in improved safety and efficiency. Further, the refined project would align with the City's goals and policies by increasing pedestrian and bicycle access and the application of traffic calming measures by reducing existing through lane traffic (road narrowing), and vehicle speed limits. Through the implementation of the policies included in the General Plan 2040 Circulation Element, the provision of connectivity in neighborhoods, presence of bicycle and pedestrian facilities, and TDM measures, impact would be less than significant and consistent with the findings in the Certified General Plan EIR.

Transportation Hazards

The refined project would result in less than significant transportation impacts related to hazards from design features or incompatible uses. Project construction would include physical improvements to the existing road network, as well as the installation of new access roads. As part of these improvements, one through lane in each direction would be removed from Diamond Bar Boulevard. While congestion currently contributes to safety concerns near the Planning Area, this condition is primarily caused by cut-through traffic using Diamond Bar Boulevard to reach

[93] Southern California Association of Governments. 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/fileattachments/0903fconnectsocal-plan_0.pdf?1606001176

other destinations. By reducing the number of through lanes, the project would discourage regional cut-through traffic and potentially reduce associated safety hazards.

Implementation of the refined project would reduce VMT compared to existing conditions. The refined project would also provide shorter and safer pedestrian crossing distances, additional space to access bicycle lanes, wider sidewalks, bus turnouts, and the provision of community spaces with landscaping. The refined project's infrastructure improvements would reduce rather than substantially increase hazards during operation and would result in less than significant impacts. Impacts related to a substantial increase in hazards would, therefore, be less than significant.

Emergency Access

The refined project would result in less than significant impacts in relation to inadequate emergency access. Emergency access is provided through the existing roadway network and would account for the potential need for emergency vehicles. Access through the Planning Area is provided from Gentle Springs, Diamond Bar Boulevard, connecting to SR-40 and Golden Springs Drive.

Construction activities would result in physical alterations to the roads, such as the road diet, narrowing Diamond Bar Boulevard to reduce trips generated from existing traffic on adjacent roadways. Infrastructure improvements may result in temporary lane closures, but emergency access would always be provided on-site during construction and operation. Reducing cut-through traffic through the proposed road diet would improve the existing roadway network, allowing higher efficiency for emergency access. The refined project's infrastructure improvements would improve access to the Planning Area to support the anticipated increase in population and housing.

In addition, the refined project would be developed in accordance with General Plan 2040 Policy CR-P-2, which states (among other things) that new street designs and efforts to retrofit existing streets would occur without compromising connectivity for emergency vehicles. Also, the California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles. The refined project, during construction and operation, would not impede or result in inadequate emergency access. Therefore, impacts would be less than significant.

Tribal Cultural Resources

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Tribal Cultural Resources.

The refined project would result in less than significant impacts to tribal cultural resources in relation to eligibility for listing in the California Register of Historical Resources (CRHR) or in a local register of historical resources if ground-disturbing activities occur in intact, native soils after implementation of Certified General Plan EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources.

The refined project would also result in less than significant impacts to tribal cultural resources in relation to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1 after

implementation of Certified General Plan EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources.

No listed or eligible resources are located within the Planning Area or a quarter-mile radius, and none are indicated as a result of background research. A Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC) yielded positive results, received June 2, 2022. Senate Bill (SB) 18 requires tribal consultation and/or notice for a specific plan adoption or amendment. The City contacted and sent letters for SB 18 consultation on June 7, 2022, to nine Native American Groups and received two replies during the 90-day consultation request period required under SB 18 (Appendix D, *Tribal Consultation Letters*):

1. On June 10, 2022, Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation stated that they are in agreement with the Specific Plan but requested future consultation if ground disturbance is to occur for future projects within this location, and
2. On July 7, 2022, Christina Conley of the Gabrielino Tongva Indians of California responded stating that they have no comment on the refined project.

In addition, the City contacted and sent letters for Assembly Bill (AB) 52 consultation on July 9, 2025, to three Native American Groups and received two replies during the 30-day required consultation request period (Appendix D):

1. On July 9, 2025, Joseph Ontiveros of the Soboba Band of Luiseno Indians requested that consultation be deferred to Anthony Morales of the San Gabriel Band of Mission Indians.
2. On July 10, 2025, Brandy Salas of the Gabrieleño Band of Mission Indians - Kizh Nation stated that they have no concerns at this time and requested notification prior to any ground-disturbing activities.
3. As of August 9, 2025, the City did not receive any response from Anthony Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The City made an unsuccessful effort to contact Mr. Morales via telephone on July 9, 2025, and two additional contact efforts were made via email on July 9 and 16, 2025.

Although no Native American consultation was requested for the refined project under either SB 18 or AB 52, consistent with Certified General Plan EIR RC-P-50, City staff shall facilitate project-specific consultation prior to ground disturbance occurring for future projects within the Planning Area (Certified General Plan EIR Mitigation Measure 3.4-2). No tribal cultural resources have been previously recorded intersecting the Planning Area or within a quarter-mile radius, and background research does not indicate the presence of tribal cultural resources within the Planning Area. Any Native American (Tribal) cultural resources found on the Project site during construction would be protected by adherence to Resource Conservation Measures RC-P-49 and RC-P-50. In addition, in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. Implementation of Certified General Plan EIR Resource Conservation Measures RC-G-15, RC-P-49, and RC-P-50, as well as compliance with regulatory requirements relating to the unanticipated discovery of tribal cultural resources, would reduce potential impacts to below the level of significance.

Utilities and Service Systems

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Utilities and Service Systems in relation to the generation of solid waste that would impact capacity, attainment, or reduction of agency goals or statutes.

Solid Waste Generation

The refined project would result in less than significant impacts to utilities and service systems in relation to generating 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. The refined project is not anticipated to induce substantial population growth directly or indirectly; therefore, it is not anticipated to result in an increase in solid waste. The City CAP includes three policies related to solid waste measures in their greenhouse gas reduction efforts:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.

In 2011, AB 341, also called the Mandatory Commercial Recycling Regulation, set the goal of 75 percent recycling, composting, or source reduction of solid waste by 2020. It calls for CalRecycle to take a statewide approach to decreasing California's reliance on landfills.

Pursuant to its Zero Waste Ordinance, the City's target is to increase waste diversion by 90 percent by 2040. The ordinance would result in a reduction of 1,069 $MTCO_2e$ per year by 2040 and thereby decrease the City's reliance on landfills. Waste emissions from solid waste generated in the City and disposed of in landfills was assumed to scale with population growth at 0.59 percent per year through 2040. The actions to be undertaken for the Zero Waste Ordinance include:

- G-1: Adopt a Citywide zero waste ordinance to reduce waste sent to landfill. (Short-term)
- G-2: Adopt requirements for recycling and composting facilities in new developments. (Short-term)
- G-3: Continue and expand specialized recycling programs. (Mid-term)
- G-4: Expand network of recycling and composting bins in public spaces, including implementation of smart bins such as BigBelly. (Mid-term)

The City currently offers a number of recycling programs in addition to its residential trash/recycling program. The City also offers residential waste hauler rate discounts. Developers of future projects in the Planning Area would be responsible for providing recycling and composting options to reduce overall waste as described in Action G-2 above. Under Action G-4, the City is responsible for expanding recycling and composting alternatives throughout the City through the placement of easily accessible bins or smart bins such as BigBelly bins, which are solar powered.

Through the Zero Waste Ordinance, the refined project would comply with the above policies and other relevant legislation and regulations (i.e., AB 341 and CalRecycle policies) regarding solid waste management.

Therefore, the refined project would result in less than significant impacts to utilities and service systems in relation to generating 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.

Solid Waste Regulations

The refined project would result in less than significant impacts to utilities and service systems regarding complying with federal, state, and local statutes and regulations related to solid waste. The construction waste that would be generated by the refined project would include concrete, wood (from buildings), asphalt (from roads and roofing shingles), gypsum (the main component of drywall), metals, bricks, glass, plastics, salvaged building components (doors, windows, and plumbing fixtures), vegetation debris from site clearing, soil export from excavation and grading, and construction wastes from construction of facilities. Construction of the refined project would require the disposal of sediment that would be removed and disposed of at a landfill site with adequate capacity. Disposal of this sediment would comply with all federal, state, and local regulations regarding the disposal of inert sediment.

Federal

The refined project would not conflict with the Federal Clean Water Act as the project would not discharge or dredge materials into navigable waters or Waters of the United States. In addition, development in the Planning Area that disturbs more than one acre would be subject to compliance with a NPDES permit, including the implementation of additional BMPs that are specifically implemented to reduce water quality impacts to the maximum extent practicable. This project would not conflict with the SWDA as it would not impact drinking water sources.

State

Development under the refined project would be required to recycle or reuse 90 percent by weight of all construction and demolition debris removed from the Planning Area and submit a recycling and reuse plan and annual reporting to demonstrate compliance with the plan in accordance with the California Solid Waste Reuse and Recycling Act (AB 939), the Solid Waste: Diversion Rule (AB 341), and SB 1383.

Local

The removal of solid waste from the Planning Area would be serviced by Valley Vista Services, whose services align with CalRecycle, which has a 75 percent diversion requirement. By adhering to the Zero Waste Ordinance, the refined project would result in less than significant impacts in regard to compliance with federal, state, and local statutes and regulations related to solid waste.

Furthermore, several General Plan 2040 policies would be applicable to the refined project and avoid and/or minimize any potential impacts related to solid waste, including, but not limited to CHS-P-46 through CHS-P-53. These policies address solid waste source reduction goals, household hazardous waste disposal, waste reduction and recycling programs, composting support, and collaboration and education regarding solid waste disposal.

Therefore, the refined project would result in less than significant to utilities and service systems regarding complying with federal, state, and local statutes and regulations related to solid waste.

Wildfire

As stated in the Initial Study (Appendix B), the refined project would not result in any new significant impacts or substantially more severe significant impacts to Wildfire.

Emergency Response and Evacuation Plan

The Planning Area is not within or near a state responsibility area (SRA) or lands classified as a very high fire hazard severity zone (VHFHSZ).[94] As previously discussed, the Los Angeles County Fire Department provides all fire and emergency medical services for the City, and all freeways, highways and other routes are pre-identified for disaster routes in the event of emergency use.[95,96] Disaster routes have been determined and the County's Disaster Route Map is available in the County of Los Angeles' online directory.[97] A road diet would decrease the main thoroughfare from 12 to 11 feet wide lanes, and the refined project would maintain at least a 20-foot-wide access along Diamond Bar Boulevard, and would not introduce speed bumps or humps, which are not allowed for fire access roads per Title 32 (County Fire Code).[98] As the road diet would maintain at least 20-foot-wide access, as required by the Diamond Bar City Code, and would not include speed bumps or humps, it would provide adequate access for emergency vehicles. Therefore, there would be no impacts to wildfire related to impairment of these adopted emergency response and evacuation plans.

Wildfire Pollutants and Spread

The Planning Area is on a 4 percent gradual slope, while most of the surrounding City is situated over 30 percent slopes that are more prone to wildfire. The Planning Area is located in the lowest City threat zone, categorized as "moderate."[99] There would be no impact, as the refined project is not near SRA or VHFHSZ and, thus, the refined project would not expose people to pollutants or spread of wildfire.

[94] CalFire. N.d. Compare Old (2007-2011) with New (2025) Recommended FHSZ in LRA. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ (accessed July 2, 2025).

[95] Los Angeles County Public Works. N.d. 2023. Los Angeles county Operational Area: Disaster Routes. https://dpw.lacounty.gov/dsg/DisasterRoutes/ (accessed April 5, 2023)

[96] City of Diamond Bar. N.d. City of Diamond Bar Department of Public Safety. https://www.diamondbarca.gov/189/Public-Safety (accessed April 5, 2023).

[97] County of Los Angeles. N.d. Disaster Route Maps (by City): Area D – Diamond Bar. https://dpw.lacounty.gov/dsg/DisasterRoutes/city.cfm (accessed April 5, 2023).

[98] County of Los Angeles. N.d. Title 32 - Fire Code. Section 503.2.1 – Dimensions, and Section 503.4.1 – Traffic Calming Devices. https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT32FICO_503.2.1DI (accessed April 11, 2023).

[99] City of Diamond Bar. 2019. Diamond Bar General Plan 2040. Public Safety. Figure 7-5, Fire Threat.

Infrastructure

As the Planning Area is not in an SRA or a VHFHSZ, there is no requirement for installation or maintenance of infrastructure to prevent impacts from wildfire. The refined project would result in no impact to wildfire in relation to requiring the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk or that may result in temporary or ongoing impact to the environment from a wildfire in or near SRA or VHFHSZs.

Post-Fire Risk

The refined project would result in no impacts to wildfire in relation to exposure to 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. Based on the Public Safety Element of the City General Plan, the fire threat level at the Planning Area is little to no threat and is not within a flood zone area.[100] Furthermore, any future development for the Planning Area is subject to the provisions of CEQA inclusive of additional survey, design, and engineering for new development, and would be required to abide by City, state, and federal regulations. Therefore, there would be no impact.

[100] City of Diamond Bar. N.d. City of Diamond Bar Department of Public Safety. https://www.diamondbarca.gov/189/Public-Safety (accessed April 5, 2023).

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7 LIST OF PREPARERS

The following individuals contributed to the preparation of this document.

7.1 LEAD AGENCY

City of Diamond Bar
21810 Copley Drive
Diamond Bar, CA 91765

Contributor	*Title*	*Area of Responsibility*
Greg Gubman	Community Development Director	Document Review
Grace S. Lee	Planning Manager	Document Review

7.2 CONSULTANT

Sapphos Environmental, Inc.
430 North Halstead St.
Pasadena, CA 91107

Contributor	*Title*	*Area of Responsibility*
Marie C. Campbell	President	Principal-in-Charge
Paulette Franco	On-Call Environmental Compliance Specialist	Project Manager / Quality Control
Laura Male	CEQA Team Supervisor	Assistant Project Manager / Quality Control / Initial Study and EIR author
Laura Razo	Senior Environmental Design and Compliance Associate	Initial Study and EIR author
Aimee Frappied	Environmental Compliance Special Services Supervisor	Initial Study and EIR review
Andy Dunlap	Environmental Compliance Analyst	Initial Study and EIR author
Anna Prestbo	Environmental Compliance Specialist	Initial Study and EIR author
Brandon Lotts	Biological Resources Specialist	Initial Study author
Carrie Chasteen	Cultural Resources Manager	Initial Study review
Dayna King	Biological Resources Specialist	Initial Study author
Eric Vander Velde	Environmental Compliance Specialist	Initial Study author
Eugene Ng	Senior Graphic Designer	Graphics
Jessica Aquino	Environmental Compliance Coordinator	Initial Study and EIR author
Jonathan Cain	Sustainability Specialist	Initial Study author and EIR reviewer

Joanne Minerbi	Cultural Resources Specialist	Initial Study author
Laura Razo	Senior Environmental Design and Compliance Associate	Initial Study and EIR author
Lilibeth Tome	Archaeological Resources Team Lead	Initial Study author
Matthew Adams	Senior Technical Editor	Document production
Megna Murali	Environmental Compliance Coordinator	Initial Study and EIR author
Rory Baker	Environmental Compliance Coordinator	Initial Study and EIR author
Ryan Nordness	CEQA/NEPA Specialist	EIR author
Samantha Greenberg	Environmental Compliance Analyst	EIR author
Scott Torres	Cultural Resources Coordinator	Initial Study author
Stefanie Paz	GIS Team Lead	GIS analysis

Gibson Transportation Consulting, Inc.
555 W. 5th Street, Suite 3375
Los Angeles, CA 90013

Contributor	*Title*	*Area of Responsibility*
Jonathan Chambers, PE	Senior Associate	Transportation Study author

Stetson Engineers, Inc.
861 S. Village Oaks Drive, Suite 100
Covina, CA 91724

Contributor	*Title*	*Area of Responsibility*
Stetson Engineers	Preparers	Water Supply Assessment