1400 Montefino Project

Public Draft
Initial Study/Mitigated Negative Declaration
March 2026

Prepared for:

City of Diamond Bar
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Diamond Bar, CA 91765

Prepared by:

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A Land Use Planning, Design, and Environmental Firm

1400 MONTEFINO PROJECT

Public Draft

Initial Study/Mitigated Negative Declaration

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March 2026

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Title 14 Sections 15000, et seq.).

Pursuant to State CEQA Guidelines Section 15063, the City of Diamond Bar, as Lead Agency, has prepared this Initial Study to determine if the proposed 1400 Montefino Project (Project) would have a significant effect on the environment. This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project. If, as a result of the Initial Study findings, the Lead Agency finds that there is evidence that mitigation cannot reduce potential impacts to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to State CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required, by;
    - Focusing the EIR on the effects determined to be significant,
    - Identifying the effects determined not to be significant,
    - Explaining the reasons for determining that potentially significant effects would not be significant, and
    - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environment effects.
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent

discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 Summary of Findings

Pursuant to State CEQA Guidelines Section 15367, the City of Diamond Bar (City), as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or
- The Initial Study identifies potentially significant effects, but:
    a. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
    b. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, *Environmental Analysis*, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Biological Resources;
- Cultural Resources;
- Geology and Soils (Paleontological Resources);
- Tribal Cultural Resources; and
- Mandatory Findings of Significance.

1.3 Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the Clerk of the County of Los Angeles and to the State Clearinghouse and mailed to responsible agencies and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project, as well as to those Native American tribes that have submitted a written request for notice and are traditionally/culturally affiliated with the geographic area of the Project site. The NOI was also posted at the Project site and published in a local newspaper. A 30-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines Section 15073, which will begin on March 11, 2026, and end on April 10, 2026.

During the public review period, the IS/MND, including the technical appendices, was made available for review at the following locations:

- Diamond Bar City Hall, 21810 Copley Drive, Diamond Bar, CA 91765
- City of Diamond Bar Project Website: https://www.diamondbarca.gov/montefino

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/MND may be sent to:

Mayuko Nakajima, Senior Planner
City of Diamond Bar
Planning Division
21810 Copley Drive
Diamond Bar, CA 91765
Via email: MNakajima@DiamondBarCA.gov

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised, and if further documentation may be required. If no new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption, and the Project will be considered for approval.

1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines Section 15150, a MND 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 MND's text.

The references outlined below were utilized during preparation of this Initial Study. Copies of these documents are available for review at Diamond Bar City Hall, located at 21810 Copley Drive, Diamond Bar, California 91765.

Diamond Bar General Plan 2040. The Diamond Bar General Plan 2040 (General Plan) serves as a long-term policy document which identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desired by residents and businesses. Each General Plan element provides a set of goals, policies, and implementation actions that will guide future decisions within the City. The General Plan is comprised of the following elements:

a) Land Use and Economic Development
b) Community Character and Placemaking
c) Circulation
d) Resource Conservation
e) Public Facilities and Services
f) Public Safety
g) Community Health and Sustainability
h) Housing

City of Diamond Bar City Code. The *Diamond Bar City Code* (DBCC) consists of all the regulatory, penal, and administrative ordinances of the City of Diamond Bar. It is the method the City uses to implement control of land uses in accordance with the General Plan goals and policies. Title 22 of the DBCC (Development Code) identifies land uses permitted and prohibited according to the zoning category of specific parcels.

City of Diamond Bar Citywide Design Guidelines. The *Citywide Design Guidelines* provide a framework to guide future development projects to achieve a high quality of aesthetic and functional design throughout the City.

City of Diamond Bar Climate Action Plan. The City of Diamond Bar adopted the *Diamond Bar Climate Action Plan (CAP)* on December 17, 2019, which was designed to reinforce the City's commitment to reducing greenhouse gas emissions, demonstrate how the City will comply with California emissions reduction standards, and enable streamlined environmental review of future development projects in accordance with CEQA.

1.5 Report Organization

This document is organized into the following sections:

Section 1.0, *Introduction*, provides the CEQA Statute and Guidelines applicable to the IS/MND, summarizes the findings of the IS/MND, describes the public review process, and identifies documents incorporated by reference as part of the IS/MND.

Section 2.0, *Project Description*, provides a detailed description of the proposed Project, including Project location, environmental setting, Project characteristics, construction program and phasing, and requested entitlement, permits, and approvals.

Section 3.0, *Environmental Checklist Form*, provides Project background information and a summary of environmental factors potentially affected by the proposed Project and the Lead Agency Determination based on the analysis and impact determinations provided in Section 4.0. The impact evaluation criteria utilized in Section 4.0 is also provided.

Section 4.0, *Environmental Analysis*, provides a detailed analysis of the environmental impacts identified in the environmental checklist, and identifies mitigation measures, if necessary.

Section 5.0, *References*, identifies the information sources utilized in preparation of the IS/MND to support the environmental analysis.

Section 6.0, *Report Preparation Personnel*, identifies the individuals responsible for preparing the IS/MND.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The 1400 Montefino Project site is located in the City of Diamond Bar within Los Angeles County (County); refer to Figure 1, *Regional Map*. The Project site is comprised of approximately 3.9 acres, located at 1400 Montefino Avenue, in Diamond Bar (APNs 8293-044-015 and 8293-044-016); refer to Figure 2, *Vicinity Map*, and Figure 3, *Aerial View of the Project Site*.

Regional access to the site is provided via State Route (SR) 60 to the northwest. Local access to the site is provided directly from Montefino Avenue, which connects to Diamond Bar Boulevard to the east and Grand Avenue to the north.

2.2 Existing Setting

EXISTING SITE USES

As shown in Figure 3, the Project site is a developed commercial property with site elevations of approximately 902 feet above mean sea level. The site is generally level, with a gentle slope downward toward the east-southeast. Manufactured slopes and retaining walls define the western and southwestern edges of the developed pad. The site was previously cleared and graded and is underlain by engineered fill placed during mass grading in 1981–1982. Existing improvements include a two-story office building, paved drive aisles and parking areas, and landscaped frontage and perimeter planters. Mature trees, lawns, and trimmed shrubs are dispersed throughout the parking areas and along the property boundaries, contributing to a landscaped setting. Recorded storm drain and slope easements traverse the property. Vehicular access is provided from Montefino Avenue via a single driveway along the northern frontage.

GENERAL PLAN AND ZONING

The Project site has a General Plan land use designation of General Commercial, with a corresponding zoning of Commercial Office (CO). The General Commercial designation allows for regional, freeway-oriented, and community-serving retail and service uses, with an overall floor area ratio ranging from 0.25 to 1.0. The CO district applies to areas suitable for a mix of office, retail, and service uses, with office uses as the primary focus. Nonresidential development may have a floor area ratio from 0.25 to 1.00. The existing CO zoning implements the General Commercial land use category.

SURROUNDING USES

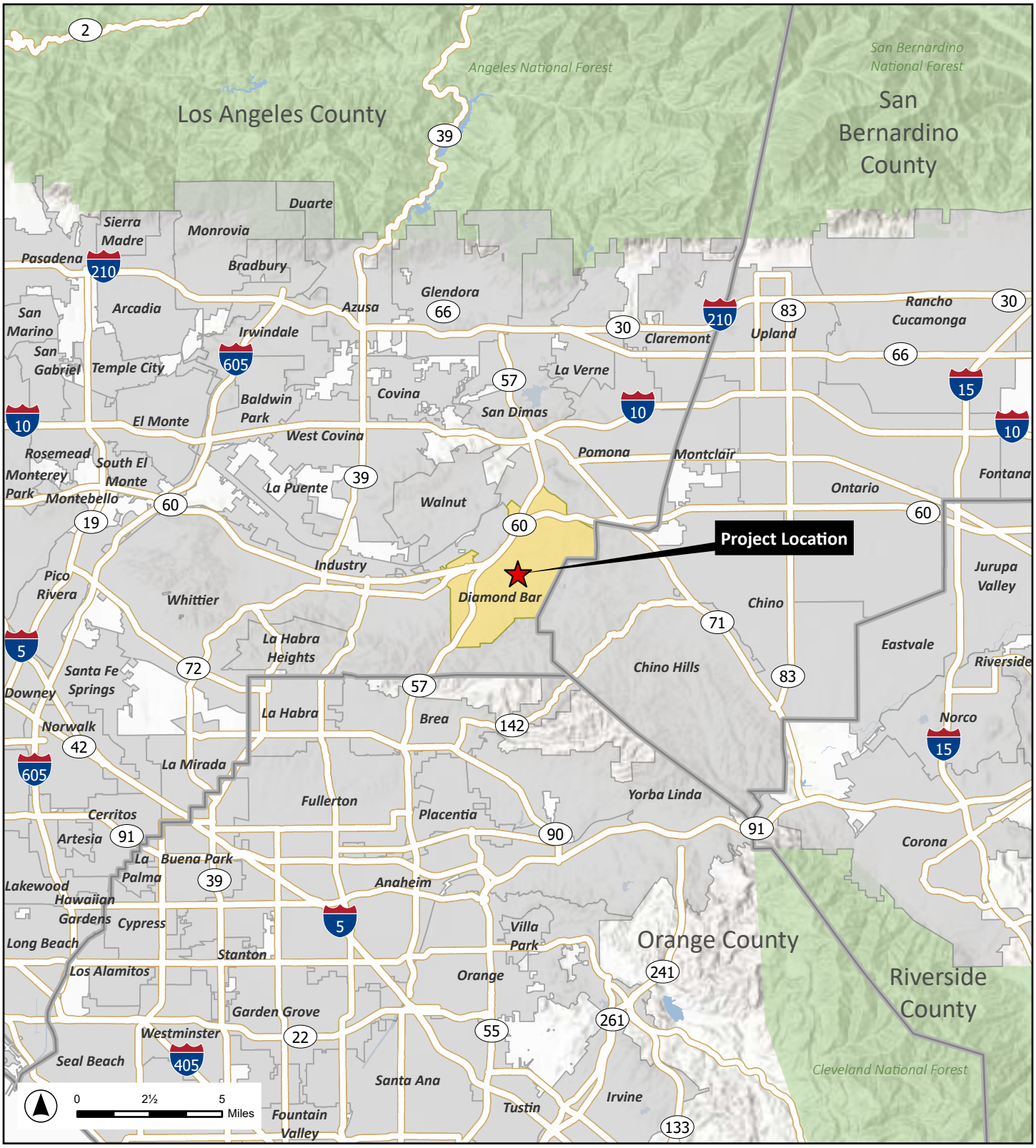
Uses surrounding the Project site include:

- North: Immediately north is Montefino Avenue. Across Montefino Avenue to the northeast is a United States Postal Service facility. Further north are established residential neighborhoods, zoned Low Medium Density Residential (RLM).

- East: Adjacent to the east are commercial uses within the Montefino Shopping Center, which includes restaurants and service-oriented tenants, zoned C-3. Further east is Diamond Bar Boulevard, beyond which are additional residential neighborhoods zoned Medium High Density Residential (RMH).

- South: Immediately south of the Project site is multi-residential housing, zoned High Density Residential (RH). Further south are Diamond Bar Boulevard and single-family residential neighborhoods zoned Low Medium Density Residential (RLM).

- West: Directly west is a condominium community zoned Low Medium Density Residential (RLM). To the southwest are single-family residential neighborhoods, also zoned Low Medium Density Residential (RLM).



Legend

- Project Location
- City of Diamond Bar
- Incorporated Area
- County Boundary
- National Forest

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 1. Regional Map

Sources: California State Geoportal; USGS Transportation Dataset; USDA Administrative Forests. Map Date: October 3, 2024.



Legend

- Project Boundary
- City Boundary
- LA County Fire Department
- Park
- Elementary School
- Middle School
- High School

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 2. Vicinity Map

Sources: Los Angeles County GIS; Google Maps. Map Date: October 3, 2024.



Legend

Project Site

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 3. Aerial View of Project Site

Sources: Maxar Imagery 1/29/2024; Los Angeles County GIS.
Map Date: October 3, 2024.

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2.3 Project Characteristics

The proposed Project requires the approval of a General Plan Amendment, Zone Change, Tentative Tract Map, Development Review, and a Conditional Use Permit (Case No. PL2025-29) to allow for the redevelopment of the approximately 3.9-acre site with a for-sale residential community of 49 units in a mix of detached and attached three-story condominiums, together with private drives, parking, landscaping, and utilities, as described below.

PROPOSED DEVELOPMENT

The Project proposes to demolish the existing office building and associated improvements and develop a for-sale residential community with 49 dwelling units within 28 residential buildings, in a mix of detached and attached condominiums of up to three stories in height; see Figure 4, *Conceptual Site Plan*. The average plan size of the homes would be approximately 1,950 square feet across three home styles, ranging in size from approximately 1,940 to 1,988 square feet, for a total residential floor area of approximately 95,585 square feet. Primary on-site improvements would include new private drives, sidewalks, landscaping, lighting, utilities, and localized retaining walls, with the existing perimeter retaining walls largely remaining in place.

Site Access and Parking

Vehicular access would be provided by a single unsignalized driveway on Montefino Avenue, which would be reconstructed at the location of the existing northern driveway to meet City standards. As shown in Figure 5, *Schematic Site Plan 1*, the internal circulation would be provided by three private drives, identified as Private Drives A, B, and C, which also function as fire lanes. The minimum fire lane width would be 20 feet, with typical combined private drive and fire lane sections at a width of 26 feet. A hammer-head turnaround would be provided for emergency access.

A total of 120 automobile parking spaces would be provided. Of these, 98 spaces would be accommodated within private two-car garages integrated into the dwellings, with 22 spaces provided as uncovered guest parking distributed along the private drives. Parking stall dimensions would include perpendicular spaces (19 feet by 9 feet) and parallel spaces (24 feet by 9 feet).

Architecture

The proposed residential structures would be up to three stories in height, arranged as a mix of detached and attached condominiums with attached two-car garages. Individual residences would include covered upper-floor balconies, with typical dimensions of approximately 16 feet by 5.5 feet and 14 feet by 5.5 feet, and garage fronts.

The homes are proposed to feature smooth stucco wall finishes with accent wainscot and cement siding, articulated with trim, recessed foam vents, and decorative wood brackets and corbels at shed-roof projections and along roof eaves. Roofs use clay “S” Spanish tile with hips, ridges, and valleys shown at gentle roof pitches of about three to four inches of rise per foot of run. Entries and porches incorporate round precast columns with precast caps and finials, decorative lamps, and occasional canvas awnings; upper levels include covered balconies with stucco curbs and wrought-iron guardrails that use twisted balusters, knuckles, and scroll motifs. Windows are shown with recessed placement and foam trim reveals at head, jamb, and sill, and painted wood shutters and potshelves are used as accents on select elevations. Garage fronts would have sectional roll-up doors, and primary balcony and porch access would have glazed sliding doors. Final color selections would be submitted at design review for City approval and are

anticipated to use natural, earth-toned palettes consistent with the Spanish architectural character, including warm stucco neutrals, terracotta roof tiles, and dark bronze or black wrought-iron accents.

Perimeter grade separations would be finished with split-face concrete masonry retaining walls and complementary fencing systems. Decorative tube-steel view fencing, 42 inches in height, would be installed along the new retaining wall at the eastern edge of the site. A 42-inch privacy fence would be installed atop an existing retaining wall section along the southwestern/western property edge. Cable safety rails would be added to all retaining wall segments of 30 inches or more. Retaining walls would use split-face concrete masonry units with Sterling mortar and a matching solid cap, with waterproofing and drainage completed per structural and civil requirements.

Hardscape would include natural gray concrete sidewalks and decorative vehicular pavers, with colors coordinated to complement the chosen architecture, consistent with the landscape design intent and the conceptual architectural elevations that depict smooth stucco walls, Spanish tile roofing, and wrought-iron accents.

Refer to Figure 6, *Conceptual Rendering – View 1*, Figure 7, *Conceptual Rendering – View 2*, and Figure 8, *Conceptual Rendering – View 3*, for renderings of the proposed residential community with views from Montefino Avenue. Refer to Figure 9, *Elevations – Buildings 1-1A*, Figure 10, *Elevations – Buildings 1-1B*, Figure 11, *Elevations – Buildings 2-3A*, and Figure 12, *Elevations – Buildings 2-3B*, for the proposed elevations for the different residential building types.

Common Open Space, Amenities, and Landscaping

Approximately 20,845 square feet of common open space is proposed, comprised of 15,035 square feet of HOA-maintained landscape area and 6,110 square feet of HOA hardscape, distributed along the internal private drives and within three furnished common areas, identified as Common Areas A, B, and C. In addition, private open space would be provided via covered balconies and private patios or yards, totaling approximately 17,285 square feet of private open space. Open space would comprise approximately 22 percent of the Project site area. Refer to Figure 13, *Conceptual Landscape Plan*. Common Areas A, B, and C would be accessed by pedestrian walkways and improved with integral color concrete paving, table-and-chairs seating, and pedestal-mounted BBQs in Common Areas A and B (no BBQ in Common Area C) to support passive recreation and neighbor gathering.

Beyond the furnished common areas, landscaping would be installed along the Montefino Avenue frontage, the site perimeter, and adjacent to individual homes. The landscape plan would result in 100 percent coverage within two years of planting, with a low-water-use plant palette with trees, shrubs, grasses, succulents, vines, and groundcovers, with root barriers for trees within five feet of paving. Approximately 44 new trees would be planted at the Project site, generally as box-size trees. New trees would include coast live oak (36-inch box), Brisbane box, Muskogee crape myrtle, Australian willow, shoestring acacia, and other tree species, as identified in the final landscape plans, planted in 24-inch or larger box sizes. A variety of shrubs would be planted, such as bougainvillea, sageleaf rockrose, radiation lantana, French lavender, lion's tail, California wild rose, Cleveland sage, autumn sage, and coast rosemary, as well as succulents including agave, aloes and yucca; refer to Figure 14, *Conceptual Landscape Plan Enlargements and Plant Schedule*. A total of approximately 59 existing trees on the site would be removed as part of the Project; existing trees and vegetation on the slope would remain, as would existing street trees along Montefino Avenue. The site does not contain any protected tree species, such as native coast live oak, California black walnut, California sycamore, or arroyo willow.

Perimeter retaining walls would remain along the northern, western, and southwestern edges of the developed pad, and a new retaining wall would be constructed along the eastern edge; see Figure 5. Fencing types and heights, including view fencing, privacy fencing, and cable safety rails, are described in the Architecture section.

Irrigation would use a below-grade, permanent, automatic low-precipitation drip and spray system with rain shut-off devices, flow sensors, moisture sensors, and smart controllers, consistent with the City's Water Efficient Landscaping Ordinance (DBCC Chapter 8.14). All common landscaping and irrigation would be maintained by the HOA.

INFRASTRUCTURE AND PUBLIC SERVICES

Dry Utilities

Electric, telecommunications, and other dry utilities currently serve the site and surrounding area, and the proposed Project would connect to existing distribution systems. The Project frontage along Montefino Avenue is served by underground electrical distribution. The site lies within the Southern California Edison (SCE) service territory. Natural gas service would also be provided to the Project by Southern California Gas Company (SoCalGas) via new underground connections from existing off-site facilities, along with electricity, to serve typical residential uses. Telecommunications service is available from Charter Communications (Spectrum) and Frontier.

Domestic Water and Sanitary Sewer

Water service would be provided by Walnut Valley Water District (WVWD). The proposed Project's water service would connect to existing WVWD pipelines located within Montefino Avenue, which would serve as the domestic water source for new on-site mains and services. The Project's new water service connections would consist of new six-inch domestic water and eight-inch fire water pipes.

Wastewater service is provided by the Los Angeles County Sanitation Districts (District No. 21). Existing public sanitary sewer facilities are located in Montefino Avenue along the site frontage, and new on-site eight-inch sewer connections, proposed within private Streets A, B, and C, would connect to the existing public system.

Stormwater Drainage

Runoff from roofs, drive aisles, and landscape areas would be collected by a new on-site storm drainage system and stormwater detention system, which would capture and treat 14,860 cubic feet of stormwater runoff, based on a required capture volume of 14,723 cubic feet. Treated stormwater would then drain via a 12-inch pipe to an existing downdrain located within the existing vegetated hillside along the southwestern perimeter of the Project site. This would then drain to designated points that tie into the public stormwater drainage system along Montefino Avenue and Diamond Bar Boulevard, consistent with existing drainage patterns. No off-site drainage improvements are proposed.

PROJECT CONSTRUCTION AND PHASING

Construction is anticipated to begin in December 2026 and would last approximately 30 months, consisting of about 6 months of site work followed by 24 months of vertical construction with phased delivery of the project.

- Phase 1, Demolition: Phase 1 would consist of demolition of the existing structure. Utilities would be disconnected, followed by installation of temporary fencing, power, and a water standpipe for both demolition and grading.
- Phase 2, Excavation, Grading and Infrastructure: Phase 2 would consist of grading, installation of wet and dry utilities, street improvements, and any necessary off-site utility improvements associated with connections to existing utility infrastructure, including on-site curb and gutter and paving. This phase will also include off-site improvements along Montefino Avenue between Colombard Lane and South Diamond Bar Boulevard, such as ADA ramp upgrades, new street trees, and pavement rehabilitation.
- Phase 3, Vertical Trades: Phase 3 defines the start of new home construction, followed by structural framing.
- Phase 4, Building Finishes: Phase 4 includes the installation of insulation and drywall, followed by other internal finishes, such as cabinets, doors and trim, tile and kitchen counters, paint and supplies, and flooring.

Project construction would be limited to Monday through Saturday, from 7:00 a.m. to 7:00 p.m., consistent with the Diamond Bar City Code, regulating construction noise and work hours. The total number of workers on the Project site at any one time would range from four to a maximum 40 workers daily, as the number of workers would vary depending upon the construction phase and current activities. Construction worker parking and materials stockpiling would be maintained on the Project site.

Approximately 19,640 cubic yards of soil would be excavated from the Project site, and approximately 37,750 cubic yards of soil would be imported, for a total net import of 18,110 cubic yards of soil.

2.4 Requested Entitlements

The Project (Case No. PL2025-29) requests approval of the following entitlements:

- General Plan Amendment (GPA)
- Zone Change (ZC)
- Tentative Tract Map (TTM)
- Development Review (DR)
- Conditional Use Permit (CUP)



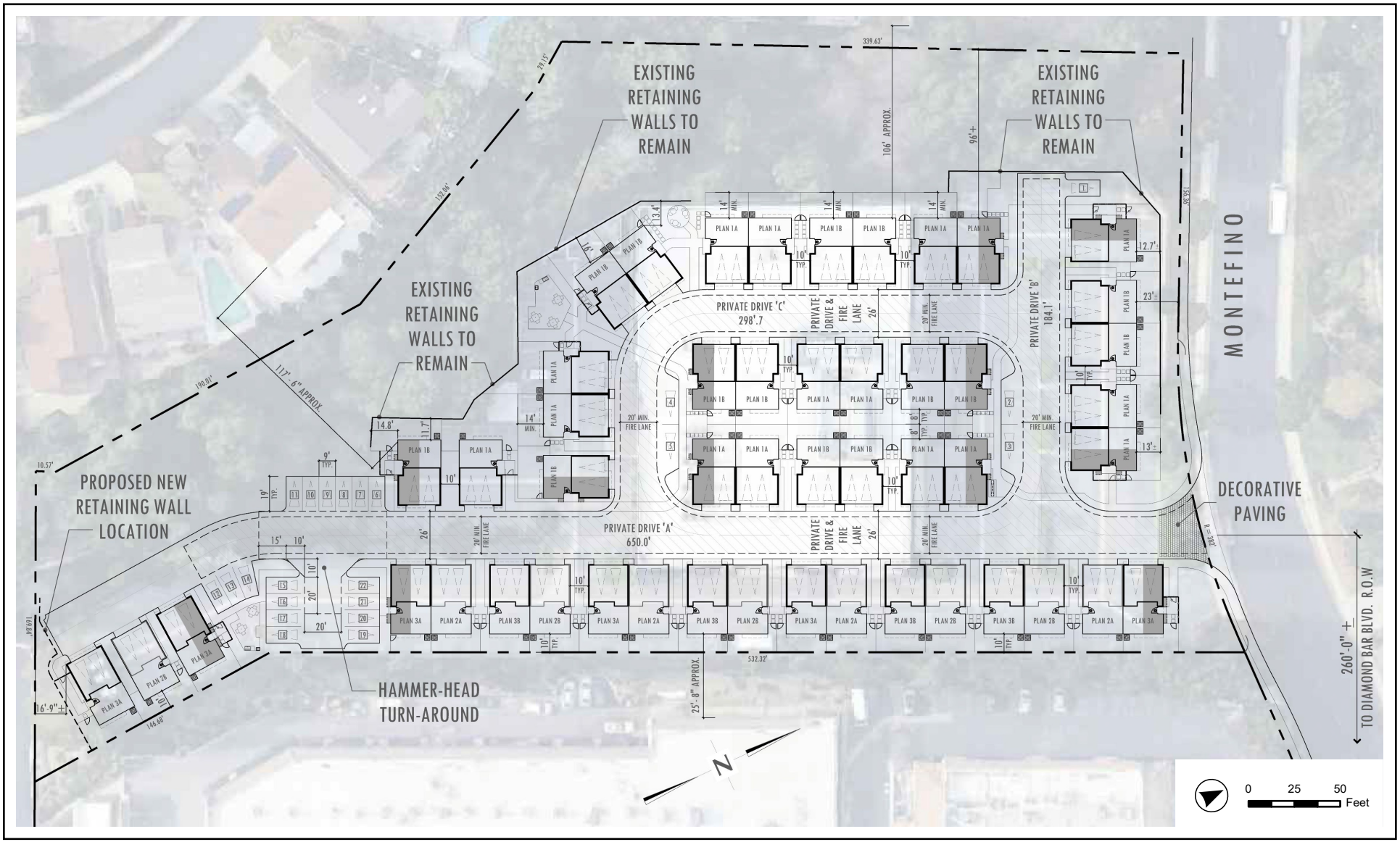
Legend

Project Boundary

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 4. Conceptual Site Plan

Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



Legend

Project Boundary

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 5. Schematic Site Plan

Sources: SDK Design Group, September 30, 2025. Map date: March 4, 2026.



1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 6. Conceptual Rendering - View 1

Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



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DIAMOND BAR, CALIFORNIA

Figure 7. Conceptual Rendering - View 2

Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



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DIAMOND BAR, CALIFORNIA

Figure 8. Conceptual Rendering - View 3

Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



Material Callouts

1 - Smooth Stucco
2 - Spanish Tile
3 - Rafter Tails
4 - Wrought Iron Detail
5 - Wood Potshelf
6 - Wood Corbels
7 - Wainscot
8 - Round Precast Column
9 - Wrought Iron Decor Rail
10 - Precast Cap and Finial
11 - High Density Painted Foam Trim
12 - Recessed Foam False Vent
13 - Roll-Up Garage Doors
14 - Wood Brackets at Shed Roof
15 - Decorative Lamp
16 - Ceramic Tile Accent
17 - Canvas Awning
18 - Painted Wood Shutter
19 - Wood Post
20 - Cementitious Siding

1400 MONTEFINO AVENUE
DIAMOND BAR, CALIFORNIA

Figure 9. Elevations - Buildings 1-1A

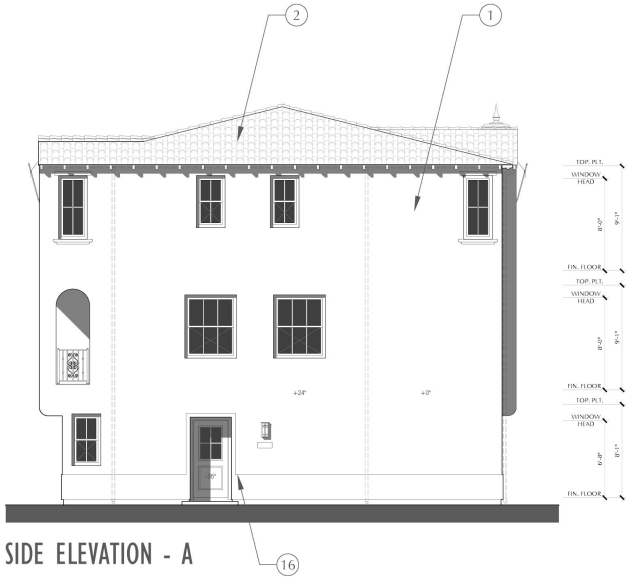
Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



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DIAMOND BAR, CALIFORNIA

Figure 10. Elevations - Buildings 1-1B

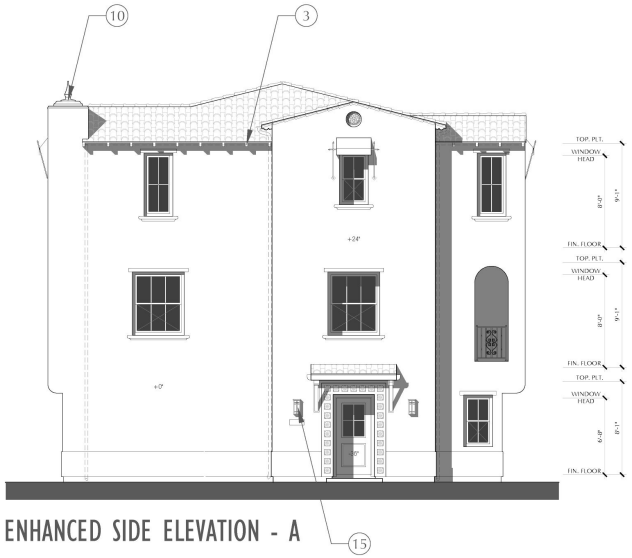
Sources: SDK Design Group, September 30, 2025, Revised December, 2025. Map date: February 12, 2026.



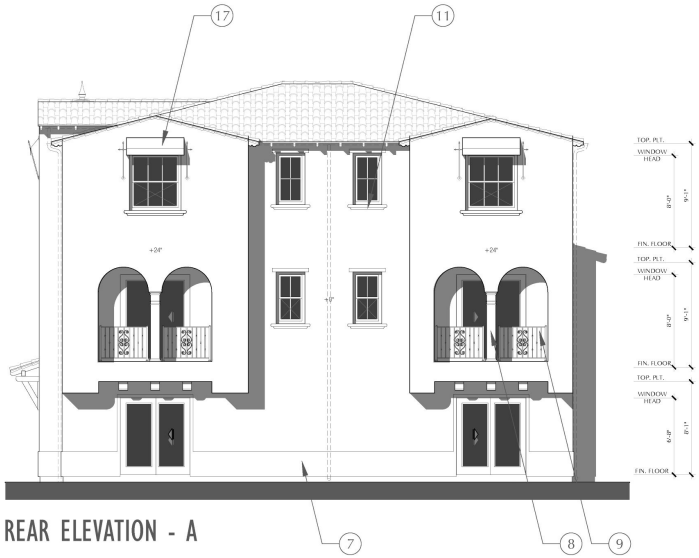
SIDE ELEVATION - A



FRONT ELEVATION - A



ENHANCED SIDE ELEVATION - A



REAR ELEVATION - A

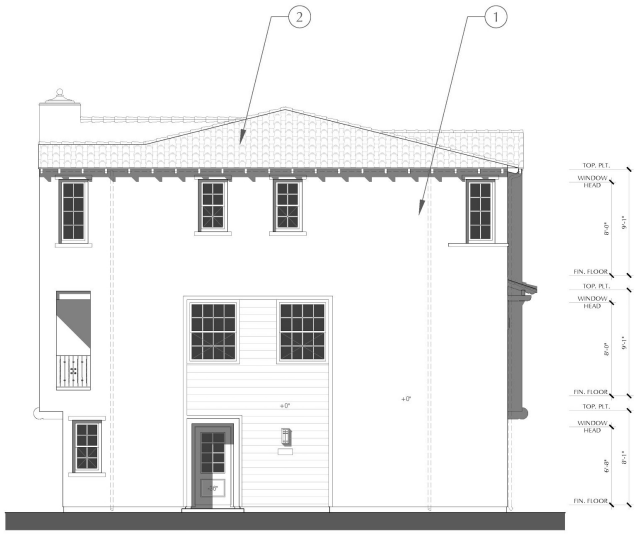
Material Callouts

1 - Smooth Stucco
2 - Spanish Tile
3 - Rafter Tails
4 - Wrought Iron Detail
5 - Wood Potshelf
6 - Wood Corbel
7 - Wainscot
8 - Round Precast Column
9 - Wrought Iron Decor Rail
10 - Precast Cap and Finial
11 - High Density Painted Foam Trim
12 - Recessed Foam False Vent
13 - Roll-Up Garage Doors
14 - Wood Brackets at Shed Roof
15 - Decorative Lamp
16 - Ceramic Tile Accent
17 - Canvas Awning
18 - Painted Wood Shutter
19 - Wood Post
20 - Cementitious Siding

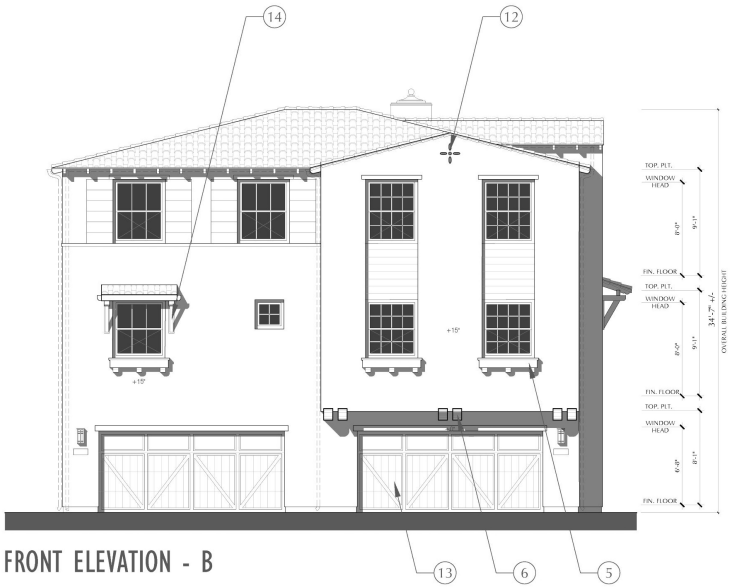
1400 MONTEFINO AVENUE
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Figure 11. Elevations - Buildings 2-3A

Sources: SDK Design Group, September 30, 2025. Map date: October 20, 2025.



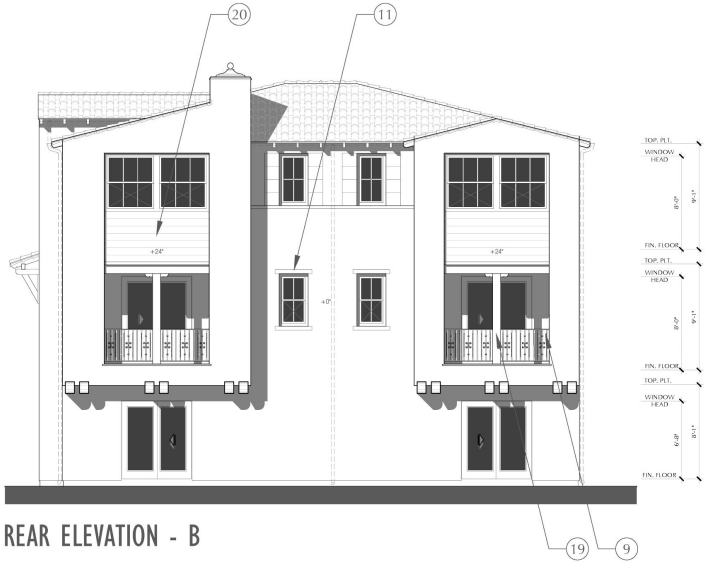
SIDE ELEVATION - B



FRONT ELEVATION - B



ENHANCED SIDE ELEVATION - B



REAR ELEVATION - B

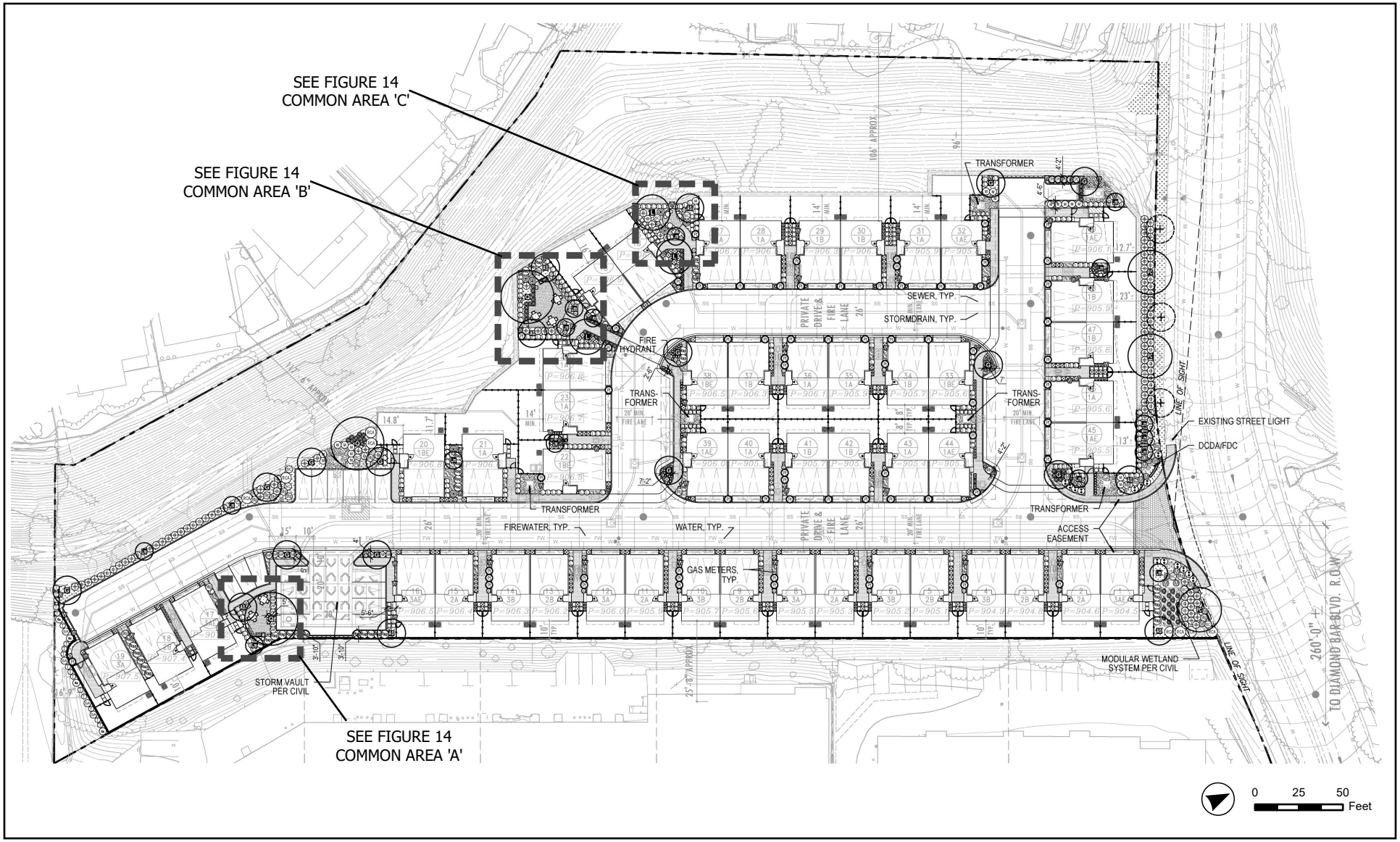
Material Callouts

1 - Smooth Stucco
2 - Spanish Tile
3 - Rafter Tails
4 - Wrought Iron Detail
5 - Wood Potshelf
6 - Wood Corbel
7 - Wainscot
8 - Round Precast Column
9 - Wrought Iron Decor Rail
10 - Precast Cap and Finial
11 - High Density Painted Foam Trim
12 - Recessed Foam False Vent
13 - Roll-Up Garage Doors
14 - Wood Brackets at Shed Roof
15 - Decorative Lamp
16 - Ceramic Tile Accent
17 - Canvas Awning
18 - Painted Wood Shutter
19 - Wood Post
20 - Cementitious Siding

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Figure 12. Elevations - Buildings 2-3B

Sources: SDK Design Group, September 30, 2025. Revised December, 2025. Map date: February 12, 2026.



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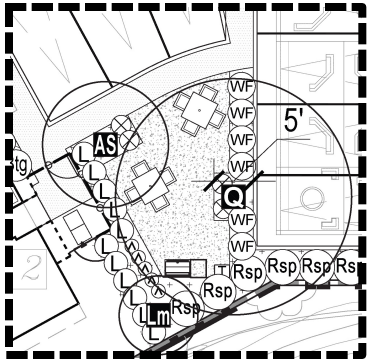
Figure 13. Conceptual Landscape Plan

Sources: GMP, Inc., Landscape Architecture & Planning, January 27, 2026. Map date: March 3, 2026.

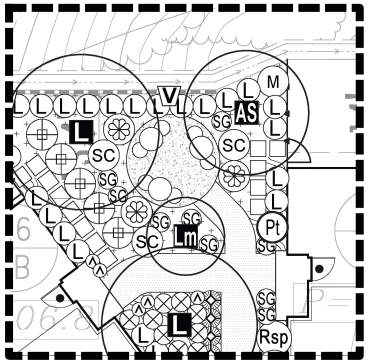
PLANT SCHEDULE

SYM.	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES					
AS	7	ACACIA STENOPHYLLA	SHOESTRING ACACIA	24"BOX	L
G	12	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24"BOX	L
Lm	16	LAGERSTROEMIA X 'MUSKOGEE'	MUSKOGEE CRAPE MYRTLE	24"BOX	M
L	3	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24"BOX	M
PC	3	PISTACIA CHINENSIS	CHINESE PISTACHE	24"BOX	M
Q	3	QUERCUS AGRIFOLIA	COAST LIVE OAK	36"BOX	VL
SHRUBS					
Btg	22	BOUGAINVILLEA X 'TORCH GLOW'	TORCH GLOW BUSH BOUGAINVILLEA	5 GAL	L
⊗	243	DIETES BICOLOR	YELLOW WILD IRIS	5 GAL	L
⊗	177	HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL	L
⊕	123	LANTANA C. 'RADIATION'	RADIATION LANTANA	5 GAL	L
⊛	14	LAVANDULA D. CANDICANS	FRENCH LAVENDER	5 GAL	L
LM	8	LEONOTIS LEONURUS	LION'S TAIL	5 GAL	L
○	70	PENSTEMON BARBATUS	BEARDLIP PENSTEMON	5 GAL	L
6x	4	PRUNUS ILICIFOLIA	HOLLY LEAF CHERR	5 GAL	VL
Rsp	38	RHAPHIOLEPIS I. 'SPRINGTIME'	SPRINGTIME INDIAN HAWTHORNE	15 GAL	L
RCA	8	ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GAL	L
SA	4	SALVIA APIANA	WHITE SAGE	5 GAL	L
SC	14	SALVIA C. 'ALLEN CHICKERING'	CLEVELAND SAGE	5 GAL	L
SG	41	SALVIA GREGGII	AUTUMN SAGE	5 GAL	L
T	17	TRICHOSTEMA LANATUM	WOOLLY BLUE CURLS	5 GAL	L
WR	13	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L
SCREENING SHRUBS - MODERATE WATER USE					
L	224	LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	15 GAL	M
M	19	MYRTUS COMMUNIS	COMMON MYRTLE	15 GAL	M
Pt	74	PITTOSPORUM T. 'SILVER SHEEN'	TAWHIWHI	15 GAL	M
GRASSES/GRASS-LIKE PLANTS					
⊗	87	LOMANDRA L. 'PLATINUM BEAUTY'	PLATINUM BEAUTY LOMANDRA	5 GAL	M
MR	15	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	L

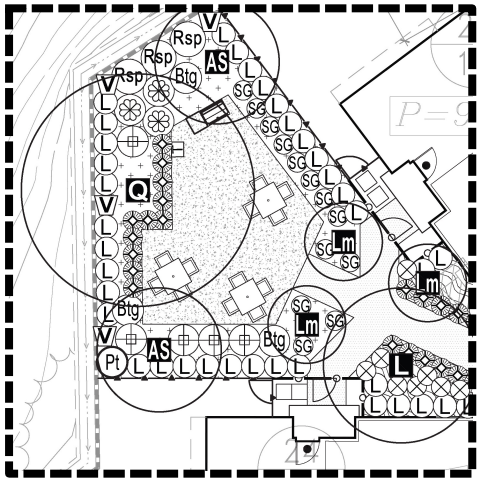
SYM.	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	SPACING
GROUND COVERS						
	182 SF	CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	L	24" o.c.
	1,231 SF	GAZANIA X 'BURGUNDY'	GAZANIA	1 GAL	L	12" o.c.
	7,610 SF	ROSMARINUS OFFICINALIS 'PROSTRATUS'	DWARF ROSEMARY	1 GAL	L	18" o.c.
	5,004 SF	SENECIO MANDRALISCAE	BLUE CHALK STICKS	1 GAL	L	12" o.c.



COMMON AREA 'A'
- Integral Color Concrete Paving w/Finish/Color
- Pedestal-mount BBQ (accessible)
- Table & Chairs Seating Space (accessible)
- Trash/Recycling Receptacle



COMMON AREA 'C'
- Integral Color Concrete Paving w/Finish/Color
- Cafe Table Seating Space (accessible)



COMMON AREA 'B'
- Integral Color Concrete Paving w/Finish/Color
- Pedestal-mount BBQ (accessible)
- Table & Chairs Seating Space (accessible)
- Trash/Recycling Receptacle

REQUIRED MIX OF MATERIALS

Plant Materials	Required Percentage of Mix	Proposed
Trees		
24-inch box	20%	100%
15-gallon	80%	
Shrubs		
5-gallon	70%	100%
1-gallon (herbaceous only)	30%	
Groundcover		
Coverage within 2 years	100%	100%

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Figure 14. Conceptual Landscape Plan Enlargements and Plant Schedule

Sources: GMP, Inc., Landscape Architecture & Planning, January 27, 2026. Map date: March 3, 2026.

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3.0 ENVIRONMENTAL CHECKLIST FORM

BACKGROUND

1. Project Title: 1400 Montefino Project
2. Lead Agency Name and Address: City of Diamond Bar Planning Division 21810 Copley Drive Diamond Bar, California 91765
3. Contact Person and Address: Mayuko Nakajima, Senior Planner City of Diamond Bar 21810 Copley Drive Diamond Bar, California 91765 Email: MNakajima@DiamondBarCA.gov
4. Project Location: 1400 Montefino Avenue Diamond Bar, CA 91765
5. Project Sponsor's Name and Address: Intracorp SoCal-1, LLC Sarah Klaustermeier, Senior Director - Development 895 Dove Street, Suite 400 Newport Beach, CA 92660 Liferay Properties 1 LLC 1400 Montefino Avenue Diamond Bar, CA 91765
6. General Plan Designation: General Commercial
7. Zoning: Commercial Office (CO)
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: Los Angeles Sanitation District, Southern California Edison, SoCal Gas, Los Angeles County Fire, Los Angeles County Public Works, Walnut Valley Water District
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes, the Gabrieleño Band of Mission Indians – Kizh Nation requested consultation; refer to Section 4.18, Tribal Cultural Resources.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

CITY OF DIAMOND BAR



March 11, 2026

Mayuko Nakajima, Senior Planner — Date

EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

1. Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.

2. Less than Significant with Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

3. Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.

4. No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

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

Existing Visual Setting

The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, within an urbanized setting surrounded by residential neighborhoods and commercial uses. The existing office building is centrally located within the Project site, with asphalt covered parking areas and driveways along the north, east and south portions of the site. There are no streams, rivers, or designated scenic resources on or near the Project site.

Public views of the Project site are primarily available from motorists and pedestrians traveling along Montefino Avenue, but primarily when traveling directly in front of the site, as mature trees generally obscure views while traveling southeast along Montefino Avenue. Views of the site from Diamond Bar Boulevard are obscured due to intervening structures and trees. Views of the proposed Project site from private viewpoints, such as from within businesses or homes (i.e., from windows or backyards), are not evaluated in this MND, because they are not protected under CEQA. Furthermore, the City does not have any ordinance or policies in place that protect views from privately-owned property within this area of the City.

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The General Plan 2040 and its Program EIR identify key visual resources in the City as views of surrounding hillsides, ridgelines, open space areas, and distant mountain views.

However, General Plan 2040 and its Program EIR do not identify a mapped or designated scenic vista viewpoint or corridor that crosses the Project site or the Montefino Avenue frontage; therefore, this analysis applies the City's view protection requirements in the DBCC and Design Guidelines. Relevant local regulations include DBCC Section 22.16.130, *View Protection*, which focuses on protecting significant views from existing residential uses by requiring new development to be located and scaled to preserve view corridors, keep building heights as low as feasible within the viewshed, and follow the Design Guidelines; and Chapter 22.22, *Hillside Management*, which ensures that development in hillside areas are designed to fit existing landforms, preserve significant natural features, and protect scenic views consistent with General Plan goals. Pursuant to these provisions and the Design Guidelines, new development is required to respect important view elements, incorporate appropriate scale and massing, and maintain view corridors where applicable.

The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, within an urbanized setting surrounded by residential neighborhoods and commercial uses. Public views across the site from Montefino Avenue and nearby public vantage points are limited to the existing building, parking lot, trees, and surrounding residential development, and do not function as a designated or distinctive scenic vista of the San Gabriel Mountains or other regionally significant landforms as described in the General Plan EIR. Furthermore, views of distant hills and mountains would not be impacted by the Project, due to its location, structure heights, and existing intervening development and trees.

The Project would demolish the existing commercial improvements and construct 49 for-sale condominium units in a mix of detached and attached three-story buildings with internal private drives, common open space, and enhanced perimeter and streetscape landscaping. While the proposed buildings would be slightly taller than some of the surrounding one- and two-story residences, the Project would be located on a site that sits somewhat lower than portions of the adjacent residential neighborhood, and the buildings would be set back from Montefino Avenue and from the uphill property lines, with an intervening slope area and landscaping within the setback. With these design features, building heights and massing would remain generally compatible with nearby multi- and single-family development. Furthermore, the Project would be subject to Development Review, the Design Guidelines, and the view protection framework in DBCC Section 22.16.130, which together ensure that new construction does not unreasonably block or degrade important public views.

Given the infill nature of the Project, its location below prominent ridgelines, and the absence of mapped or designated scenic vista points on or across the site under the General Plan 2040 framework, redevelopment of the site would not substantially obstruct or degrade scenic vistas. In addition, mandatory compliance with the DBCC and Design Guidelines would ensure that the proposed Project would not adversely affect scenic vistas. Therefore, impacts related to scenic vistas would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The General Plan EIR confirms that there are no officially designated State Scenic Highways within the City. The nearest officially designated State scenic highway is a portion of SR 91, approximately

11 miles south of the Project site.[1] The nearest eligible State Scenic Highway is a segment of SR 57, located approximately 1.4 miles east of the Project site; however, it is listed only as an eligible State Scenic Highway and has not been designated by Caltrans due to the absence of an adopted scenic corridor protection program.[2]

The Project site does not contain any scenic resources and is not located adjacent to or within view of a designated State scenic highway. The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, and does not contain notable rock outcroppings, historic buildings, or other character-defining scenic resources associated with a State Scenic Highway corridor. While removal of existing ornamental trees would occur as part of site redevelopment, these trees are not identified as scenic resources within a designated State Scenic Highway viewshed.

Because no adopted State Scenic Highway is located in the City and the Project site is not within a designated State Scenic Highway corridor or mapped scenic resource area under the General Plan, the Project would not substantially damage scenic resources within a State Scenic Highway. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Implementation of the Project would result in the construction and occupancy of infill residential development on an underutilized commercial/office site, which is consistent with General Plan Policies LU-P-8 (compatible residential development), LU-P-9 (pedestrian-friendly design), RC-P-7 (minimize visual impacts to ridgelines, hilltops, and slopes), and RC-P-35 (walkable, compact development patterns). The Project site is located within an existing urbanized area of the City, characterized by established residential neighborhoods, commercial centers, internal streets, and built infrastructure. Because the site is within a fully urbanized setting, the applicable portion of this threshold is whether the Project would conflict with applicable zoning and other regulations governing scenic quality, rather than whether it would substantially degrade visual character or public views in a non-urbanized area. Enforcement of scenic quality within this framework is implemented primarily through the DBCC and Citywide Design Guidelines, including DBCC Section 22.16.130 (View Protection), Chapter 22.22 (Hillside Management), and related design review procedures that regulate building height, massing, siting, transitions, and landscaping and together function as the primary regulations governing scenic quality for the Project site.

Existing development on the site consists of a two-story office building, asphalted surface parking, drive aisles, perimeter retaining walls, and ornamental landscaping, which present a more auto-oriented, paved

[1] California Department of Transportation (Caltrans), *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 2025.
[2] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft*

character than surrounding residential neighborhoods. This condition is visible in the existing aerial context provided in Figure 3, which illustrates the fully developed pattern of surrounding uses and the isolated commercial pad at 1400 Montefino Avenue. The General Plan supports reinvestment in already urbanized areas by promoting infill that is compatible with the surrounding neighborhood character and provides sensitive transitions in building height, bulk, and landscaping (LU-P-8 and LU-P-1), and by requiring architectural and landscape features such as tree-lined streets and landscaped parkways to create more pedestrian-friendly neighborhoods (LU-P-9). Accordingly, redevelopment of this auto-oriented office and surface parking site with a landscaped residential neighborhood would better reflect adjacent residential land uses and improve the Montefino Avenue streetscape.

The Project would demolish the existing commercial improvements and construct a planned 49-unit for-sale residential community with a mix of detached and attached three-story homes, internal private drives, common open space, and enhanced perimeter and streetscape landscaping. The overall site organization is depicted in Figure 5, which shows internalized circulation, garages oriented to private drives, and landscape areas along Montefino Avenue that reduce the extent of exposed paving and improve the streetscape. The proposed architecture and scale are further illustrated in Figure 6 through Figure 8, which demonstrate articulated Spanish-style building forms, stepped massing, varied rooflines, and integrated landscaping that are compatible with adjacent multi-family and single-family development and provide a softer residential edge along Montefino Avenue.

Although a General Plan Amendment and Zone Change are required to allow residential use on a site currently designated and zoned for commercial development, the Project also includes a request for a Conditional Use Permit for development within the Planned Development Overlay District, which allows specific modifications to development standards. As proposed, the Project requests modifications to the off-street parking requirement, rear setback, retaining wall heights, and common open space requirements. The rezoning would place the property in a residential district that establishes maximum residential density, building height, and minimum setback standards intended to protect neighborhood scale and scenic quality. Based on the current Project plans, the proposed 49 units on approximately 3.9 acres (about 12.5 dwelling units per acre) and three-story building heights would be consistent with the requested residential zoning framework; any proposed deviations from specific development standards would be reviewed and approved, as appropriate, through the Conditional Use Permit and Development Review process pursuant to applicable findings and conditions of approval. The proposed residential structures would be set back from Montefino Avenue behind existing and proposed landscaped slopes and retaining walls at the edge of the pad, which would soften views of building massing from the public right-of-way, create a landscaped foreground, and provide a visually compatible transition to surrounding residential neighborhoods. Compliance with the City's Development Review process, Design Guidelines, and view and hillside compatibility provisions in DBCC Section 22.16.130 and Chapter 22.22, as well as the Conditional Use Permit review for requested modifications, would ensure that the Project's height, massing, setbacks, retaining walls, parking layout, and landscaping would not conflict with applicable regulations governing scenic quality.

Short-term changes to visual conditions during construction would be temporary and typical of infill development and would include the presence of construction equipment, material stockpiles, temporary construction fencing, and intermittent dust and soil exposure during grading and building activities. These temporary conditions would be visible from Montefino Avenue and nearby public vantage points; however, construction activity would only occur intermittently over a finite construction period and would not permanently alter the scenic quality or visual character of the surrounding urbanized area. During operation, the Project would replace the existing auto-oriented office building and surface parking with a

landscaped residential community that would include enhanced streetscape planting, reduced exposed paving, and residential architectural character, which would improve scenic quality along the Montefino Avenue frontage and be visually consistent with surrounding residential neighborhoods. With the removal of the existing parking lot and office building and its replacement with a context-appropriate residential neighborhood, as shown in Figure 5 through Figure 8, that is consistent with the applicable zoning standards, Citywide Design Guidelines, and view and hillside regulations described above, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, impacts related to scenic quality under this threshold would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The General Plan EIR notes that urban development in the City generates nighttime lighting and glare and identifies local regulations that control exterior lighting and reflective surfaces to protect adjacent uses and overall visual quality. Key local regulations include DBCC Section 22.16.050, *Exterior Lighting*, which limits intensity and requires shielding and directional control of lighting. Citywide Design Guidelines further require pedestrian-scale, downcast fixtures and discourage excessive brightness and reflective materials.

The Project site and surrounding area already experience lighting typical of an urbanized setting, including building-mounted lighting, parking lot fixtures, streetlights along Montefino Avenue, and vehicle headlights. Redevelopment of the site with 49 residential units would introduce typical residential-scale lighting associated with building entries, garages, internal private drives, and common open space, along with interior illumination visible through windows.

With respect to glare, the Project would not include large expanses of highly reflective materials. Exterior building finishes would primarily consist of smooth stucco, clay tile roofing, and standard residential glazing, and metal elements such as wrought-iron railings would generally have matte or low-sheen finishes. Garage doors, windows, and glazed sliding doors could produce localized, momentary reflections under certain sun angles, but these surfaces would be typical of residential development and would not create substantial glare affecting public rights-of-way or nearby residences. The primary source of glare would be reflections from car windshields traveling along surrounding roadways and within the Project site. During construction, temporary glare could occur from construction equipment or exposed materials, but such effects would be short-term and would end upon completion of construction.

All Project lighting would be required to comply with DBCC Section 22.16.050 and applicable design standards, such as shielding, downward direction, and avoidance of light trespass and glare onto neighboring properties and public rights-of-way. Consistent with the General Plan framework that relies on these regulations to control light and glare, the Project would not introduce a substantial new source of light or glare that would adversely affect day or nighttime views. Therefore, impacts related to light and glare would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

No Impact. According to the California Department of Conservation, the Project site and surrounding area are considered Urban and Built-Up Land; therefore, the proposed development of a 49-unit residential community at the Project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Therefore, the Project would not involve the conversion of Farmland to a non-agricultural use. No impact would occur.

[3] California Department of Conservation, *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 17, 2025.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the California Department of Conservation, the Project site and surrounding area are considered Urban and Built-Up Land. Furthermore, the Project site is zoned as Commercial Office (CO), and the site is not zoned for agricultural use, nor is the site under a Williamson Act contract. Thus, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is zoned as Commercial Office (CO) and does not contain forest land (as defined in PRC Section 12220(g)), timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping and does not contain any forest land. Thus, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site does not contain forest land, as the site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping and does not contain any forest land. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As discussed above, the proposed Project would not involve other changes in the existing environment that could result in the conversion of Farmland to a non-agricultural use or conversion of forest land to a non-forest use. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (EPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as being in nonattainment with federal and State ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District's (SCAQMD) jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) in December 2022, as an update to the 2016 AQMP. SCAQMD's 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the EPA. The 2022 AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Connect SoCal (2020-2045 RTP/SCS), updated emission inventory

methodologies for various source categories, and SCAG's growth forecasts.[4] SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is subject to SCAQMD's AQMP.

- **Consistency Criterion No. 1**: A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.

- **Consistency Criterion No. 2**: A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in Table 4.3-1 and Table 4.3-2, the proposed Project's construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction, regional construction, or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no significant impact would occur, and the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, including the City of Diamond Bar. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment) into the 2022 AQMP.

[4] Although SCAG has prepared a more recent RTP/SCS, the 2020-2045 RTP/SCS is used because the 2022 AQMP is based on this version of the RTP/SCS. Evaluations related to greenhouse gas emissions are based on the current RTP/SCS.

As discussed in Section 4.14, *Population and Housing*, the Project would be within the population growth projections anticipated and planned for by local and regional planning documents and would not induce substantial unplanned population growth in the area. Thus, the Project would not increase growth beyond the AQMP's projections.

2. *Would the project implement all feasible air quality mitigation measures?*

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emissions reduction measures identified by the SCAQMD and the State of California would be required as identified in Responses 4.3(b) and 4.3(c), below. As such, the proposed Project meets this 2022 AQMP consistency criterion.

3. *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Project construction activities would generate short-term emissions of criteria air pollutants. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the amount of pollutants generated exceeds SCAQMD's thresholds of significance. The Project site is currently developed with surface parking, landscaping, and office uses. The Project proposes to remove these existing uses and construct 49 residential units and associated parking. The emissions associated with construction would not exceed the SCAQMD's daily emission thresholds at both the regional and local levels; and therefore, air quality impacts associated with Project construction emissions would be less than significant. As such, the proposed Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions. In addition, the Project would generate less vehicular trips and associated emissions than the existing office uses and would adopt the latest energy efficiency standards which would further reduce emissions.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, as the Project would be consistent with the above criteria and would not conflict with or obstruct the implementation of the applicable air quality plan, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Air quality impacts/emissions associated with a project can be placed into two categories: temporary (short-term) or long-term emissions. Temporary (short-term) emissions are generally associated with the demolition, grading, and construction activities of a project while long-term emissions are associated with the day-to-day operation, use, and area emissions from activities such as vehicle use, consumer product use, and energy generation/consumption.

The Project would be required to follow all standard SCAQMD rules and requirements with regards to fugitive dust control. Fugitive dust emissions are commonly associated with soil disturbance activities such as land clearing, cut and fill grading operations, vehicle travel on unpaved roads, and wind-blown dust.

SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site.

The CalEEMod model was utilized to estimate Project construction-related and operational emissions. Refer to Appendix A, *Air Quality and Greenhouse Gas Emissions Modeling*, for the modeling details. These emissions include all worker vehicle, vendor vehicle, hauler vehicle, and off-road construction vehicle emissions. Construction activities would be temporary and are estimated to occur over an approximately two-year period. The construction schedule, as provided by the Project applicant, is anticipated to occur over an approximately two-year period. Estimated maximum construction-related emissions associated with the Project are summarized in Table 4.3-1, *Maximum Construction-related Criteria Pollutant Emissions (Maximum Pounds per Day)*. As shown in Table 4.3-1, the Project's construction-related emissions would be below the SCAQMD's CEQA significance thresholds for regional emissions. As such, construction emissions associated with the Project would not worsen ambient air quality, create additional violations of federal and State standards, or delay the SCAQMD's goal for meeting attainment standards in the SCAB.

Table 4.3-1
Maximum Construction-related Criteria Pollutant Emissions (Maximum Pounds per Day)

Construction	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Emissions	18	35	35	<1	5	3
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod v.2022.1
Notes: SCAQMD Rule 403 Fugitive Dust control measures applied based on values within the CalEEMod model. Volatile organic compounds = VOC; oxides of nitrogen = NO_x; carbon monoxide = CO; sulfur dioxide = SO_x; particulate matter less than 10 microns in diameter = PM_{10}; and particulate matter less than 2.5 microns in diameter = $PM_{2.5}$.

Operational activities associated with the proposed Project would result in criteria pollutant emissions from the Project's electricity and natural gas demands, as well as mobile source emissions and other sources. Estimated operation-related emissions associated with operation of the Project are summarized in Table 4.3-2, *Maximum Regional Operational Criteria Pollutant Emissions (Maximum Pounds per Day)*.

Table 4.3-2
Maximum Regional Operational Criteria Pollutant Emissions (Maximum Pounds per Day)

Operation	VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Emissions	4	2	27	<1	5	2
SCAQMD Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod v.2022.1
Notes: SCAQMD Rule 403 Fugitive Dust control measures applied based on values within the CalEEMod model. Volatile organic compounds = VOC; oxides of nitrogen = NO_x; carbon monoxide = CO; sulfur dioxide = SO_x; particulate matter less than 10 microns in diameter = PM_{10}; and particulate matter less than 2.5 microns in diameter = $PM_{2.5}$.

As shown in this Table, the Project's operation-related emissions would not exceed the SCAQMD's criteria pollutant emissions thresholds. Therefore, the proposed Project would result in less than significant impacts related to its contribution to regional criteria pollutant emissions within the air basin.

Since the Project would not exceed the SCAQMD's thresholds of significance for construction and operations phases, the Project would not contribute substantially to an existing or projected air quality violation, as explained in further detail under Response 4.3(a), above. Further, as the Project would not exceed SCAQMD thresholds, the Project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors). Therefore, Project impacts related to regional air quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of land uses where sensitive receptors are typically located include residences, schools, hospitals, and daycare centers. The Project site consists of an existing office use, with asphalt-covered parking areas, and the area surrounding the Project site is generally within a residential suburban area with commercial uses located to the east of the Project site.

To identify impacts to sensitive receptors, SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance.[5] The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

LST analysis for construction is applicable for projects that disturb 5.0 acres or less on a single day, such as the proposed Project, which is approximately 3.9 acres. The maximum daily disturbed acreage for the Project would be less than 5.0 acres. The appropriate Source Receptor Area (SRA) for the LSTs is the SCAQMD SRA 10 (Pomona/Walnut Valley), since SRA 10 includes the Project site. LSTs apply to localized concentrations of CO, NOx, PM_{10}, and $PM_{2.5}$.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the Project's construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at a receptor distance of 25 meters was used for PM_{10} and $PM_{2.5}$, which roughly corresponds with the distance to the nearest residential sensitive receptor where occupants may be present for 24-hour periods; and a receptor distance of 25 meters was used for NO_x and CO, which roughly corresponds with the distance to nearby receptors where workers and other users may be present for one to eight hours. Table 4.3-3, *Localized Significance of Construction Emissions (Maximum Pounds per Day)*, presents the results of localized emissions during proposed Project construction.

[5] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003 (revised July 2008).

Table 4.3-3
Localized Significance of Construction Emissions (Maximum Pounds per Day)[1]

Construction Activity	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Maximum Localized Emissions	29	31	4	2
Localized Significance Threshold	**178**	**1,112**	**8**	**5**
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1; refer to Appendix A for model outputs.
Notes:
1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.

As shown in Table 4.3-3, the emissions of these pollutants on the peak day of Project construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, the Project would be subject to compliance with SCAQMD Rules 402 (Public Nuisance), 403 (Fugitive Dust), and 1113 (Architectural Coatings), which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during construction activities.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LSTs, as shown in Table 4.3-4, *Localized Significance of Operational Emissions (Maximum Pounds per Day)*. Table 4.3-4 shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during operational activities.

Table 4.3-4
Localized Significance of Operational Emissions (Maximum Pounds per Day)

Emission Sources	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
On-Site Emissions	<1	3	<1	<1
SCAQMD Localized Screening Thresholds	207	1,339	3	2
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1; refer to Appendix A for model outputs.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment. The amount of DPM emissions which the receptors are exposed to (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminants emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of nine, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The majority of construction equipment use would occur during the demolition and grading phases, which are estimated to last four to five months and whose emissions would be spread across and dissipate over the approximately 3.9-acre Project site. The closest sensitive receptors to the Project site are located approximately 200 feet west of the approximate center of the Project site.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by Project construction activity, in and of itself, would not expose sensitive receptors to substantial amounts of air toxics, resulting in a less than significant impact.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the new 340 ADT attributable to the proposed Project. In addition, the existing office use would be removed as part of the Project, which also removes the 432 ADT, resulting in a net reduction in vehicle trips of -92 ADT from the Project site. Therefore, the Project would result in less vehicle trips than the existing office use, and impacts related to vehicular CO hotspot emissions would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed Project would involve the development of a new residential use, which is not a land use typically associated with emitting substantial objectionable odors. Potential temporary odor sources associated with the development of the proposed Project may result from construction equipment exhaust and the application of asphalt. Construction-related odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective construction phases. In addition, these types of odors are common in construction activities and are not considered to be offensive or objectionable to a large portion of the population. As such, odor emissions associated with construction activities are considered less than significant. The Project's construction-generated refuse would be stored in covered containers and removed at regular intervals in compliance with DBCC Section 8.16.800, *Permitted Waste*, which states the requirements for construction and demolition waste.

For Project operation and occupancy, household waste has the potential for the generation of odors. Household waste would be removed on a weekly basis, thereby inhibiting the generation of substantial amounts of odor, and such waste would not be produced in quantities that would result in a public nuisance. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances related to odors. Therefore, odors and other emissions associated with the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The analysis in this section is based on the *Biological Resources Report, 1400 Montefino Avenue*, dated November 2025, prepared by South Environmental, and included as Appendix B, *Biological Resources Report*. The Biological Resources Report evaluates potential biological resources within the Biological Resources Study Area, which consists of the approximately 3.9-acre Project site at 1400 Montefino Avenue (APNs 8293-044-015 and 8293-044-016) and an approximately 500-foot buffer study area, totaling approximately 43.68 acres within a developed commercial and residential area of the City.

To evaluate the natural resources found or potentially occurring in the Biological Resources Study Area, South Environmental conducted literature searches and database reviews, including the California Natural Diversity Database (CNDDB), the California Native Plant Society – *A Manual of California Vegetation and Inventory of Rare and Endangered Plants*, California Invasive Plant Council invasive plant profiles, California Wildlife Habitat Relationships (CWHR) life history accounts and range maps, and the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) and National Wetlands Inventory. The literature review also considered regional planning and regulatory documents, such as the General Plan and the City of Diamond Bar Tree Preservation and Protection Ordinance (DBCC Chapter 22.38), as well as the California Protected Areas Database, South Coast Missing Linkages report, National Hydrography Dataset, and aerial imagery.

In addition to the records search, South Environmental conducted a field reconnaissance survey of the Project site and surrounding 500-foot buffer, on October 30, 2025. The survey involved walking the site and accessible portions of the Biological Resources Study Area to identify plant communities and land cover types, document plant and wildlife species present, assess the potential for special status species and sensitive natural communities, map developed and ornamental landscaped areas, and identify any potentially jurisdictional waters or protected native trees. The field methods were consistent with applicable California Department of Fish and Wildlife guidance for vegetation classification, mapping, and assessment of special status plant communities, with observations integrated into the subsequent flora, wildlife, wildlife movement, and water resources analyses documented in the Biological Resources Report.

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

Less Than Significant with Mitigation Incorporated. The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, located within an urbanized setting surrounded by residential and commercial uses. The General Plan EIR characterizes most developed portions of the City as supporting primarily urban-adapted wildlife, with sensitive species and sensitive natural communities concentrated in larger open space areas, native oak/walnut woodlands, riparian corridors, and the Puente–Chino Hills Wildlife Corridor and associated Significant Ecological Areas (SEAs), none of which occur on the Project site.

On-site vegetation consists of ornamental trees, lawns, and shrubs within a Developed/Ornamental Landscaped land cover type that is already disturbed by existing commercial development and landscaping. Although these features may provide for a limited nesting and foraging habitat for common resident and migratory birds protected under the Migratory Bird Treaty Act, the California Migratory Bird Protection Act, and California Fish and Game Code, they do not represent a suitable habitat for special-status plant or wildlife species documented in the region. The Biological Resources Report concludes that there is no potential for special-status plants or wildlife to occur within the approximately 3.9-acre development footprint because of the high level of disturbance and absence of native habitats, and that Project impacts would not affect any native plant communities or habitat for special-status species. No new fuel modification or brush clearance in native habitats is proposed as part of the Project. Accordingly, redevelopment of the site would not have any impact on native habitats, sensitive natural communities, or habitat for special-status species.

With implementation of Mitigation Measure BIO-1, which would require a pre-construction nesting bird survey by a qualified biologist if vegetation removal or ground disturbance occurs during the nesting

season (typically February 1–August 31), establishment of species-appropriate no-disturbance buffers around any active nests until they are no longer active, and avoidance or phased work as needed, the Project would avoid take of protected birds and any substantial adverse effect to special-status species. This approach is consistent with the General Plan EIR's reliance on project-level surveys and avoidance measures for site-specific development and incorporates the General Plan EIR's mitigation measure related to the protection of nesting birds. Accordingly, impacts to candidate, sensitive, or special-status species would be less than significant with mitigation incorporated.

Mitigation Measures:

BIO-1: Nesting Bird Surveys: All vegetation clearing for construction and fuel modification shall occur outside of the breeding bird season, typically February 1 through August 31, if feasible, to ensure that no active nests would be disturbed, unless clearing and/or grading activities cannot be avoided during that time period.

If clearing and/or grading activities cannot be avoided during the breeding season, all suitable habitats shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to removal. Suitable nesting habitat in the Planning Area includes grassland, scrub, chaparral, and woodland communities. If any active nests are detected, the area shall be flagged, along with a 300-foot buffer for song birds and a 500-foot buffer for raptorial birds (or as otherwise appropriate buffer as determined by the surveying biologist), and shall be avoided until the nesting cycle is complete or it is determined by the surveying biologist that the nest is no longer active.

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

No Impact. The Project site is entirely developed and does not support riparian habitat or other sensitive natural communities identified in the General Plan EIR. Sensitive communities and riparian systems are mapped in open space and canyon areas elsewhere in the City's Planning Area (e.g., Tonner Canyon, Puente–Chino Hills); however, not within this urban infill parcel. According to the Biological Resources Report, the Project site and surrounding 500-foot Biological Resources Study Area support only the Developed/Ornamental Landscaped land cover type, which is not a California Department of Fish and Wildlife ranked sensitive natural community. The existing vegetated slopes adjacent to the site consist of previously graded/manufactured slopes with ornamental or ruderal vegetation and are not classified as sensitive natural communities. Because no riparian or sensitive natural communities are present on or adjacent to the site, the Project would not result in their removal, degradation, or fragmentation. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The General Plan EIR identifies jurisdictional waters and wetlands primarily along regional drainage features and blue-line streams; these resources are not present within or adjacent to the Project site. Project drainage improvements would connect to existing storm drain facilities and would not modify

or fill any State- or federally-protected wetlands. Therefore, the Project would have no impact on protected wetlands.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant with Mitigation Incorporated. The General Plan EIR identifies the Puente–Chino Hills Wildlife Corridor and associated SEAs in Tonner Canyon and the Puente/Chino Hills as the primary regional wildlife movement corridors; these areas are geographically separated from the Project site, which is surrounded by existing development along Montefino Avenue and Diamond Bar Boulevard. Consistent with this regional context, the Biological Resources Report concludes that the Project site and surrounding 500-foot Biological Resources Study Area are not a wildlife movement area because the site is entirely developed, lacks native habitats, and is separated from the nearest SEA by dense urban development. The Project site, as an infill commercial parcel with existing structures, pavement, lighting, and traffic, functions only as marginal habitat for urban-adapted wildlife and does not provide an essential linkage or native wildlife nursery site.

Redevelopment of the Project site with a residential community would not create new barriers within any mapped or functional regional wildlife corridor and would not alter movement within designated open space or SEA areas. Localized movement of common urban wildlife (e.g., birds and squirrels) would continue within adjacent residential neighborhoods and landscaped areas. All new development would occur within the existing developed or landscaped footprint, and no new fuel modification or lighting in native habitats is proposed, so the Project would not change existing conditions for regional wildlife movement. Potential disturbance to nesting birds is addressed under the nesting bird mitigation identified in Response 4.4(a).

With the implementation of Mitigation Measure BIO-1 for nesting birds, the Project would not substantially interfere with wildlife movement or nursery sites; therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures: *Implement Mitigation Measure BIO-1*.

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

Less Than Significant Impact. The Project site currently contains ornamental landscaping and trees typical of a commercial setting. As described in Section 2.0, *Project Description*, approximately 59 existing trees would be removed; existing slope vegetation and street trees along Montefino Avenue would remain, and approximately 44 new trees and extensive low-water-use landscaping would be installed. No protected native tree species (such as coast live oak, California black walnut, California sycamore, or arroyo willow) occur on-site.

The proposed Project would be subject to the City's existing regulations and development review procedures, including compliance with DBCC Chapter 22.38, *Tree Preservation and Protection*, and applicable landscape standards governing removal and replacement of protected native trees such as oak, walnut, sycamore, and willow, and would incorporate new tree planting and landscaping that maintain or enhance overall vegetative cover relative to existing conditions. Accordingly, the Project would not

conflict with local biological resource policies or ordinances; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the California Department of Fish and Wildlife, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans applicable to the Project site.[6] Accordingly, the Project has no potential to conflict with any of the above plans; therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

[6] California Department of Fish and Wildlife, 2023. *California Regional Conservation Plans Map*. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed November 2025.

4.5 Cultural Resources

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

The analysis in this section is based in part on the *Phase I Cultural Resources Technical Report, 1400 Montefino Project, City of Diamond Bar, Los Angeles County, California* (Cultural Resources Report), dated November 2025, prepared by South Environmental, and included as Appendix C, *Cultural Resources Report*. The Cultural Resources Report documents the results of a California Historical Resources Information System (CHRIS) records search for the Project site and a 0.5-mile radius, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, review of historical aerial photographs and topographic maps, geotechnical information, and an intensive-level pedestrian survey of the approximately 3.9-acre Project site.

The CHRIS records search was completed through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, and included mapped prehistoric and historic archaeological resources and historic built-environment resources, technical reports, and related archival materials. Six previous cultural resources studies were identified within a 0.5-mile radius of the site, but no previously recorded cultural resources of any kind were identified within the Project site or the surrounding 0.5-mile records-search radius. A SLF search requested from the NAHC returned negative results, and the City of Diamond Bar conducted government-to-government tribal consultation, pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18; refer to Section 4.18, Tribal Cultural Resources. An intensive pedestrian survey of the entire Project site identified no archaeological resources and, given that previous grading for the existing development extended to depths of approximately 5.5 to 15.5 feet with artificial fill, the Cultural Resources Report concluded it is unlikely that intact buried cultural resources remain within the Project site.

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

No Impact. According to CEQA Guidelines Section 15064.5, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. A resource shall be considered historically significant if it:

(a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
(b) Is associated with the lives of persons important in our past;
(c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
(d) Has yielded, or may be likely to yield, information important in prehistory or history.

As summarized in the Cultural Resources Report, the CHRIS records search for the Project site and a 0.5-mile radius included a review of mapped prehistoric and historic archaeological resources and historic built-environment resources, as well as relevant technical reports and archival sources, including the National Register of Historic Places (NRHP) and the CRHR. No previously recorded cultural resources, including historic-period buildings or structures, were identified within the Project site or within the 0.5-mile records-search radius. The existing on-site development consists of a two-story commercial office building and associated parking and landscaping that have not been identified in the Cultural Resources Report as listed or eligible for listing in the CRHR, the NRHP, or any local register, and were not recorded as historical resources in the CHRIS search results.

Based on the absence of any recorded historical resources within or adjacent to the Project site, the lack of evidence that the existing commercial development meets any of the criteria for historical significance under CEQA, and the fact that Project activities would be confined to this previously developed parcel, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. CEQA Guidelines Section 15064.5 and Public Resources Code Section 21083.2 provide that a project may have a significant effect on the environment if it causes a substantial adverse change in the significance of a historical resource or a unique archaeological resource and outline requirements for the treatment of archaeological resources if they are discovered during project implementation.

As described above, a CHRIS records search for the Project site and a 0.5-mile radius identified six previous cultural resources investigations in the vicinity, but no previously recorded archaeological sites or other cultural resources within the Project site or records-search radius were identified. A SLF search conducted by the NAHC returned negative results, indicating that no sacred lands are recorded within the Project site, although tribes may retain information that is not included in the database.

The Cultural Resources Report also included a review of historic aerial photographs from 1928 through 2022 and topographic map sources, which indicate that the Project site transitioned from undeveloped and agricultural uses to the present commercial development through extensive grading and construction. Geotechnical information reviewed in the Cultural Resources Report indicated that grading for the existing development involved excavation to depths between approximately 5.5 and 15.5 feet and placement of artificial fill. An intensive-level pedestrian survey of the entire Project site was conducted by South Environmental, and no archaeological resources were identified on the ground surface.

Nevertheless, there is the potential for accidental discovery of archaeological resources during ground-disturbing activities. The Project would be required to comply with City of Diamond Bar General Plan

Resource Conservation Cultural and Historic Resources Policies, including Policy RC-P-42, *Archaeological Resources*, which provides procedures for the management of archaeological materials on-site during development projects. Policy RC-P-43 seeks to preserve discovered archaeological resources in place to maintain the relationship between the artifacts and their archaeological context, where feasible. Policy RC-P-44 provides that preservation can be achieved through measures such as avoidance and other protections.

Should ground disturbing activities during Project construction encounter archaeological resources, incorporation of Mitigation Measure CUL-1 would establish procedures for halting construction, retaining a qualified archaeologist to evaluate any unanticipated discovery, and implementing appropriate treatment (such as avoidance, data recovery, or other measures) if a find is determined to be significant under CEQA.

Through compliance with the General Plan Resource Conservation policies and the implementation of Mitigation Measure CUL-1, which is consistent with the recommendations in the Cultural Resources Report, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

CUL-1: Should archaeological resources (sites, features, or artifacts) be exposed during Project construction activities, all construction work shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. The Cultural Resources Report did not identify any cemeteries, burial grounds, or other indicators of human remains within the Project site, and no evidence of human remains was observed during the intensive-level pedestrian survey. Furthermore, according to the General Plan Resource Conservation Element, there are no dedicated cemeteries within the Project site or surrounding area, and there is no information to suggest that the site has any undiscovered human remains. The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, within an urbanized setting surrounded by residential neighborhoods and commercial uses. The proposed Project would demolish the existing commercial improvements and construct 49 condominium units in a mix of detached and attached three-story buildings with internal private drives, common open space, and enhanced perimeter and streetscape landscaping. Due to the extensive ground disturbance and deep grading that has previously occurred on the Project site, including excavation to depths between approximately 5.5 and 15.5 feet with placement of artificial fill, the potential for the Project to encounter previously unknown human remains is considered low.

Nevertheless, there is the potential for the accidental discovery of unanticipated human remains during ground-disturbing activities. Should ground-disturbing activities during Project construction inadvertently encounter buried human remains, incorporation of Mitigation Measure CUL-2, which provides procedures

related to the treatment of the unanticipated discovery of human remains, would ensure that the Project's potential impacts to buried remains would be reduced to less than significant levels.

Mitigation Measures:

CUL-2: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the Project applicant or its construction contractor (through the on-site construction manager/contractor superintendent) shall notify the County Coroner within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the NAHC in Sacramento within 24 hours. In accordance with California PRC, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains.

4.6 Energy

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

REGULATORY FRAMEWORK

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation (DOT), the U.S. Department of Energy, and the U.S. Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the State level, the California Public Utilities Commission (CPUC) and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Key federal and State energy-related laws and standards are summarized below.

California Building Energy Efficiency Standards

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, rooftop solar panels, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative AB 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Senate Bill 100
SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly-owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the CPUC, CEC, CARB, and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

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

Less Than Significant Impact. The threshold for a significant impact is whether the Project would result in wasteful, inefficient, or unnecessary energy use, such as by failing to comply with State and local efficiency standards, creating disproportionate demands on energy infrastructure, or otherwise conflicting with adopted energy conservation policies. Consistent with the General Plan EIR, achieving energy conservation requires reducing overall energy consumption, improving efficiency in buildings and transportation, and supporting a transition toward lower-carbon energy sources.

Southern California Edison (SCE) provides electricity, and Southern California Gas Company (SoCal Gas) provides natural gas for the City, including the Project site, and both utilities would serve the Project. The Project proposes development of 49 attached residential condominium units and associated improvements on a currently developed site surrounded by existing urban uses and infrastructure, as described in Section 2.0, *Project Description*. Under existing conditions, the site is developed with a two-story commercial office building and associated parking and improvements that currently consume electricity (and any natural gas, if present) for interior lighting, space conditioning, equipment, and water heating. Project energy demand would be associated with (1) electricity and any natural gas use for space conditioning, water heating, appliances, and lighting; (2) fuel use by construction equipment and construction worker/vendor trips; and (3) fuel use by vehicles generated during Project operations. As modeled using CalEEMod, the Project's construction and operational energy consumption represents a small fraction of regional energy demand and fall within the normal range for contemporary multi-family residential development; refer to Appendix A.

During construction, energy would be consumed in the form of diesel and gasoline for on-road worker and vendor trips and off-road equipment. As reflected in the CalEEMod model assumptions (Appendix A), construction would involve off-road diesel equipment for demolition and grading (for example, rubber-tired dozers, concrete/industrial saws, excavators, skid steer loaders, rubber-tired loaders, rollers, and graders), as well as equipment used during building construction, paving, and architectural coating (for example, cranes, forklifts, generator sets, welders, tractors/loaders/backhoes, pavers, cement and mortar mixers, and air compressors). On-road construction vehicles modeled in Appendix A include worker trips (light-duty vehicles), vendor trips (light-duty trucks), and hauling trips (medium- and heavy-duty trucks). These activities would be temporary and subject to existing State regulations (for example, CARB off-road and on-road engine standards and idling limits), which improve fuel efficiency and reduce unnecessary fuel use. Construction would occur over an approximately two-year period, with demolition, grading, building construction, and paving generally occurring over an approximately 24-month construction period (timing subject to final approvals and contractor scheduling), as shown in Appendix A.

During operation, the Project would be required to comply with the latest applicable California Building Standards Code, including Title 24, Part 6 (Building Energy Efficiency Standards) and Part 11 (CALGreen), as adopted and enforced by the City. These standards mandate high-efficiency building envelopes, lighting, mechanical systems, and water heating, as well as other conservation features that reduce electricity and natural gas demand. In addition, electricity supplied to the site by the serving utility is subject to the State's Renewables Portfolio Standard (RPS) and SB 100 targets for increasing renewable and zero-carbon energy, further reducing the Project's contribution to nonrenewable energy consumption. As reflected in the CalEEMod output (Appendix A), the Project's estimated annual operational electricity consumption would be approximately 225,016 kWh per year for the residential land use, plus approximately 7,555 kWh per year for associated site lighting for the parking lot, for a total of about 232,571 kWh per year. CalEEMod also estimates annual natural gas consumption of approximately 1,177,488 kBTU per year (about 11,775 therms per year). Project demolition activities would remove approximately 55,300 square feet of existing office floor area from the site, eliminating the ongoing energy consumption of this older commercial use; refer to Appendix A. As an existing structure, the office building is not required to comply with the latest Title 24 energy efficiency standards that would govern the design of the new homes, so the replacement residential development would be expected to use energy more efficiently on a per-unit and per-square-foot basis relative to existing conditions. Accordingly, a portion of the Project's operational energy demand would be offset by the discontinuation of energy use associated with the existing office building.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. SCE manages a mix of energy resources used to provide electricity for its customers and is actively implementing the Statewide RPS to expand its use of renewable energy (e.g. solar and wind). As of 2023, SCE's eligible renewable power mix was 37.6 percent, which is consistent with the RPS requirements.[7] This also compares favorably with the statewide average eligible renewable power mix in 2023, of 36.9 percent. In addition, statewide programs, such as vehicle emissions and low-carbon fuel standards, would boost fuel efficiency in passenger cars and heavy-duty trucks.

The Project does not propose any unusual design features, such as energy-intensive industrial uses, excessive exterior lighting, or redundant mechanical systems, that would cause wasteful or inefficient energy use. As an infill residential development in proximity to existing services and roadways, the Project would also avoid the dispersed travel patterns and extended utility extensions characteristic of less efficient greenfield development, thereby helping to moderate transportation-related fuel use relative to the same number of units located in more remote areas.

Accordingly, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact would occur if the Project were to conflict with or obstruct implementation of applicable State or local plans and regulations adopted to promote renewable energy and energy efficiency. Relevant frameworks include: the California Building Energy Efficiency

[7] Southern California Edison. 2023. 2023 Power Content Label. Available: https://www.energy.ca.gov/filebrowser/download/7362. Accessed November 2025.

Standards (Title 24, Part 6), CALGreen (Title 24, Part 11), the State RPS/SB 100 requirements for increasing renewable and zero-carbon electricity, and the City's General Plan and CAP policies that promote compact infill development, high energy performance in new construction, and expanded use of renewable energy technologies.

While the City's General Plan is not specifically a State or local plan for renewable energy or energy efficiency; however, it is considered for purposes of demonstrating Project consistency with the City's overall land use framework, as an anticipated infill residential use. The Project would redevelop an existing developed commercial office site with residential uses consistent with the General Plan land use fabric. The Project does not have any unique characteristics that would require unexpected energy demands; nor does it propose any feature that would inhibit renewable energy deployment or efficiency measures at the site or systemwide. The Project would be required, as a condition of building permit approval, to comply with current Title 24 and CALGreen standards, which directly implement State building energy and green building policies. Under existing conditions, the on-site office building consumes electricity (and any natural gas, if present) for interior lighting, space conditioning, equipment, and water heating but is not required to meet the most recent Title 24 efficiency standards. By replacing this older commercial use with new residential buildings designed under current Title 24 and CALGreen requirements, the Project would improve the efficiency of on-site energy use relative to existing conditions while remaining consistent with applicable State and local energy efficiency objectives. These codes require energy-efficient building systems, high-efficacy lighting, water conservation measures, and electric-ready infrastructure (and, as applicable, EV-capable or EV-ready parking), all of which are aligned with the City's General Plan and CAP objectives to reduce energy consumption and support cleaner transportation and building systems.

As shown in Appendix A, the Project's operational energy demand is typical for modern multi-family residential development and would be served by existing utility infrastructure. The Project would not require new or expanded off-site substations, transmission lines, gas mains, or other major utility facilities; nor would it include atypically energy-intensive uses or features that could increase demand or conflict with energy plans, such as large-scale commercial refrigeration, industrial process equipment, data centers, stadium-style lighting, or high-wattage signage. Accordingly, the Project would not trigger energy infrastructure upgrades that could obstruct implementation of State or local renewable energy and efficiency policies. The Project would not preclude installation of on-site renewable energy systems, nor would it generate regulatory or physical barriers to implementation of State RPS and SB 100 targets, the General Plan, CAP, or regional plans that encourage efficient, infill growth patterns.

Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.7 Geology and Soils

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

This section is based in part on the *Revised Geotechnical Diligence Exploration Report, 1400 Montefino Avenue (Parcel 14894), Diamond Bar, California*, (Geotechnical Report), October 9, 2025, prepared by Leighton and Associates, Inc., and included as Appendix D, *Geotechnical Report*. The Geotechnical Report addresses geologic and soil conditions for the Project site. Additionally, this section is based in part on the *Paleontological Resource Assessment for the 1400 Montefino Project, Diamond Bar, Los Angeles County, California* (Paleontological Resource Assessment), dated November 2025, prepared by South Environmental, and included as Appendix E, *Paleontological Resource Assessment*.

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

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

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the General Plan Public Safety Element and California Department of Conservation Data Viewer, the Project site is not within an Alquist-Priolo Fault Zone as defined by the State of California in the Earthquake Fault Zoning Act.[8] Additionally, the Geotechnical Report confirms that no active faults are mapped on the Project site and that the site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located in a seismically active area of Southern California that has historically been affected by moderate to occasionally high levels of ground motion. As a result, it is likely the Project site has and would continue to experience ground shaking from proximate fault activity as well as some background shaking from other seismically active areas of the Southern California region. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter. There are no active faults within the City; however, there are several major active faults located in the region. According to the General Plan Public Safety Element, the San Andreas Fault Zone, which has the greatest potential to cause damage in the region, is 26 miles northeast of the City. Other active local faults

[8] California Department of Conservation, *Geologic Hazards Data Viewer*. Available at: https://maps.conservation.ca.gov/geologichazards/. Accessed November 10, 2025.

that are greater risk to the City include Whittier, San Jose, Sierra Madre, and San Gabriel. Rupture of any of these faults, or of an unknown fault in the region, could cause seismic ground shaking.

Implementation of the Project would result in the demolition of the existing commercial development and construction and operation of 49 residential units, associated private drives, parking, retaining walls, utilities, and landscaped open space. A geotechnical investigation was conducted to evaluate subsurface conditions, characterize the seismic setting, and provide geotechnical engineering recommendations for the proposed residential development. The Project-specific Geotechnical Report included a review of available geotechnical and geologic data, subsurface exploration, laboratory testing of on-site soils, and engineering analysis. The Geotechnical Report concluded that development of the Project, as proposed, is feasible from a geotechnical standpoint, provided the site-specific recommendations are incorporated into the design, construction, and maintenance of Project improvements. These recommendations include criteria for site preparation and grading, foundation design, retaining wall design, and drainage improvements that account for anticipated seismic ground motions at the site.

The City of Diamond Bar has adopted the CBC (DBCC Section 15.00.310), with amendments, including regulations for the erection, construction, enlargement, alteration, repair, improvement, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of all buildings and structures. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections to minimize hazards during a seismic event. The Project would be required to comply with the applicable regulations in the CBC, which would reduce potential impacts associated with strong seismic ground shaking, as well as the Project-specific Geotechnical Report, as it pertains to the proposed construction and operation of 49 residential units. The City of Diamond Bar Public Works Department and the Building and Safety Division would review Project plans for compliance with the CBC and DBCC, as well as the Geotechnical Report's recommendations as part of the building permit and plan check process. Therefore, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's development review process, would ensure potential impacts associated with strong seismic ground shaking at the Project site would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relatively shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The Project site is mapped by the California Geologic Survey as being within a zone of potentially liquefiable soils.[9] According to the Geotechnical Report, subsurface exploration documented certified engineered fill over young alluvial deposits underlain by Puente Formation bedrock, with groundwater encountered at approximately 22 to 31.7 feet below ground surface and a design groundwater depth of 20 feet. The liquefaction analysis conducted as part of the Geotechnical Report indicates that the liquefaction potential at the Project site is characterized as low, and lateral spreading potential is also low, due to soil conditions and depth to groundwater. Implementation of site-specific geotechnical recommendations and compliance with applicable building regulations would further ensure that impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

Less Than Significant Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is located within an area identified by the California Geologic Survey as having potential for seismic slope instability; however, hazards associated with landslides are not anticipated, as compliance with site-specific geotechnical controls would minimize landslide hazards.[10] Additionally, the Geotechnical Report concludes that due to the slopes being constructed of fill materials placed under engineering controls, the potential for seismically-induced landslide hazard at the site to be low. Implementation of site-specific geotechnical recommendations and compliance with applicable building regulations would further ensure that impacts related to seismic-related ground failure, including landslides, would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site is a previously graded and developed commercial parcel currently improved with a two-story office building, asphalt-paved drives and parking areas, and associated landscaping, within an urbanized setting surrounded by residential neighborhoods and commercial uses. During construction, demolition, grading, and installation of utilities and retaining walls would temporarily expose soils to potential short-term erosion by wind and water. The Project would be required to comply with the City of Diamond Bar Storm Water Management and Discharge Control Ordinance (DBCC Section 8.12.1610), the City's grading regulations, and the CBC as adopted in DBCC Section 15.00.310, which collectively prescribe regulations for construction, erosion control, drainage, and site maintenance. In addition, because construction activities would disturb more than one acre, the Project would be subject to the Statewide National Pollutant Discharge Elimination System (NPDES) Construction General Permit, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) with best management practices (BMPs) for erosion and sediment control.

[9] California Department of Conservation, *Geologic Hazards Data Viewer*. Available at: https://maps.conservation.ca.gov/geologichazards/. Accessed November 10, 2025.
[10] California Department of Conservation, California Geological Survey (CGS), *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/. Accessed November 10, 2025.

Following construction, the site would be fully developed with buildings, pavement, landscaping, and an engineered stormwater conveyance and detention system that maintains established drainage patterns. These permanent improvements would substantially reduce the potential for exposed soils to be subject to erosion. Compliance with the established regulatory framework and implementation of required construction and post-construction BMPs would prevent substantial soil erosion or loss of topsoil. Therefore, impacts related to soil erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Potential landslide, lateral spreading, soil stability, and liquefaction hazards are addressed in the discussions under Thresholds a) and b) and in Appendix D. The Project site is a previously graded and developed commercial parcel underlain by certified engineered fill over younger alluvial deposits and Puente Formation bedrock. The Geotechnical Report identified soils with low to moderate compressibility and adequate shear strength, concluding that the proposed residential development is feasible from a geotechnical standpoint.

The Geotechnical Report characterizes the liquefaction potential at the site as low, with limited seismically induced settlement and low potential for lateral spreading or seismically induced landsliding, provided that recommended grading, foundation design, and retaining wall criteria are implemented. These recommendations include overexcavation and recompaction of near-surface materials, support of structures on engineered fill, and design of foundations and retaining walls, in accordance with 2022 CBC seismic design parameters. Mandatory compliance with the CBC, together with enforcement of the Geotechnical Report recommendations through the City's grading permit, building permit, and plan check processes, would ensure that the Project would not result in impacts due to unstable geologic units or soil conditions that could result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils are characterized by clay minerals that shrink when dry and swell when wet, which can cause differential movement and damage to foundations and flatwork if not properly addressed. Existing investigations, including historic testing and Appendix D, indicate that near-surface on-site soils and certified engineered fill exhibit low to medium expansion potential, and that overall subsurface conditions are suitable for conventional foundation systems with appropriate design and construction measures.

Appendix D provides Project-specific design parameters and recommendations to address expansive soil conditions, including overexcavation and recompaction of near-surface soils, support of structures on engineered fill, use of post-tensioned or stiffened slabs and footings, moisture control, and appropriate subgrade preparation. These recommendations are required to be implemented through the City's standard grading permit and building permit review processes and are consistent with applicable CBC requirements. As the Project site is considered to be grossly stable and would be required to comply with the established regulatory framework, standard engineering practices, and design criteria, including the

CBC (or DBCC Section 15.00.310), including incorporation of site-specific geotechnical recommendations, the presence of low to medium expansive soils at the Project site would not create substantial direct or indirect risks to life or property. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project would not use septic tanks or alternative on-site wastewater disposal systems. Wastewater would be collected via new on-site sewer lines and discharged to existing public sanitary sewer facilities in Montefino Avenue, operated by the Los Angeles County Sanitation Districts. Because no septic systems are proposed, there would be no impact related to soil suitability for septic or alternative wastewater systems.

Mitigation Measures: No mitigation measures are required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. The Paleontological Resource Assessment concludes that the Project site is underlain by artificial fill over young alluvium of low paleontological sensitivity, underlain at greater depth by the Puente Formation. The Project's proposed grading to a maximum depth of approximately six feet would remain within these low-sensitivity units; therefore, the potential to encounter significant fossil resources is low, and no scientifically significant fossil materials have been identified within the site.

The General Plan Resource Conservation Element's Cultural and Historic Resources policies include Policy RC-P-47, Paleontological Resources. Mitigation Measure GEO-1 implements Policy RC-P-47 by requiring work to halt, evaluation by a Qualified Paleontologist, and appropriate treatment and curation if unanticipated fossil materials are discovered during construction. Through compliance with General Plan Resource Conservation Element Policy RC-P-47 and implementation of GEO-1, the Project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

GEO-1: Should unanticipated fossil materials be discovered by the construction crew during the course of Project development, construction activity should be halted in a 50-foot radius around the discovery. The Project applicant or its construction contractor, through the on-site construction manager or contractor superintendent, shall notify a Qualified Paleontologist, who shall be retained to evaluate the discovery, determine its significance, and identify any additional mitigation or treatment that may be required. Work in the area can resume once the find is properly documented and authorization is given to continue with construction. Any scientifically significant paleontological resources found, including the initial unanticipated find (if it proves to be significant), should be prepared, identified, analyzed, and permanently curated in an approved repository (typically the Natural History Museum of Los Angeles). The cost of curation would be determined by the repository, and the costs of preparation and curation would be the responsibility of the Project applicant.

4.8 Greenhouse Gas Emissions

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

GREENHOUSE GASES

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO_2, CH_4, and N_2O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations.

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

REGULATORY FRAMEWORK

U.S. Environmental Protection Agency Endangerment Finding

The U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing FCAA and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Senate Bill 32

In 2016, the California State Legislature adopted SB 32 and its companion bill, AB 197, and both were signed by Governor Brown (Office of Governor Edmund G. Brown Jr., 2016). SB 32 and AB 197 amend California Health and Safety Code Division 25.5, establish a new GHG reduction target of 40 percent below 1990 levels by 2030, and include provisions to ensure the benefits of State climate policies reach into disadvantaged communities.

Assembly Bill 1279

AB 1279, passed in 2022, declares the State's objective to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. This is in addition to, and does not replace or supersede, Statewide greenhouse gas emissions reduction targets.

Senate Bill 375

SB 375 (Stats. 2008, ch. 728) (SB 375) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. The SCS is one component of the existing Regional Transportation Plan (RTP). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a State target for reducing GHG emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the State's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. Finally, SB 375 amended CEQA (Pub. Resources Code, Section 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

South Coast Air Quality Management District Threshold Development

SCAQMD has established recommended significance thresholds for GHGs for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000-metric ton of CO_2e per year for stationary/industrial sources and 3,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) per year significance threshold for residential/commercial projects.

The current draft thresholds consist of the following tiered approach:

(a) Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

(b) Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

(c) Tier 3 consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects

to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year and 10,000 MTCO $MTCO_2e$/year for industrial projects. Lead agencies are able to choose either option but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant.

(d) Tier 4 has the following options:

- Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
- Option 2: Early implementation of applicable AB 32 Scoping Plan measures
- Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans
- Option 3, 2035 target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans

(e) Tier 5 involves mitigation offsets to achieve target significance threshold.

In December 2019, the City of Diamond Bar adopted the Climate Action Plan (CAP) 2040, its own local GHG reduction plan.[11] Therefore, to determine whether the proposed Project's GHGs emissions are significant, this analysis assesses how the Project aligns with the City's CAP under Tier 2. However, since the CAP does not establish specific project-level GHG thresholds, for purposes of analysis herein, the proposed Project would be considered to have a significant adverse impact on GHG emissions if it would generate GHG emissions that exceed the SCAQMD's proposed 3,000 $MTCO_2e$ per year screening threshold for all land use types (Tier 3).

SCAG's Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG is the metropolitan planning organization (MPO) for the region in which the City of Diamond Bar is located. In 2024, SCAG adopted the 2024-2050 RTP/SCS, which is an update to the previous 2020-2045 RTP/SCS (Connect SoCal 2020). The 2024-2050 RTP/SCS carries forward the policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, the 2024-2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop the 2024-2050 RTP/SCS, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2024-2050 RTP/SCS outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, the 2024-2050 RTP/SCS is supported by a

[11] City of Diamond Bar, 2019. *Diamond Bar Climate Action Plan 2040*. Available at: https://www.diamondbarca.gov/DocumentCenter/View/7071/Diamond-Bar-Climate-Action-Plan-2040pdf?bidId=. Accessed November 14, 2025.

combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and FCAA requirements.

2022 Scoping Plan Update

In accordance with AB 32, CARB developed the first Scoping Plan in 2008 to outline the State's strategy to achieve 1990 level emissions by year 2020. In May 2014, the CARB released and adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012. A newer version of the Scoping Plan was then adopted by the CARB in December 2017 (entitled California's 2017 Climate Change Scoping Plan). Lastly, the most recent version of the Scoping Plan was adopted by the CARB in November 2022 (entitled Final 2022 Scoping Plan for Achieving Carbon Neutrality) (2022 Scoping Plan), which was designed to be consistent with the long-term GHG reduction targets embedded in AB 1279. Since adoption of the 2008 Scoping Plan and the subsequent updates in 2014, 2017, and 2022, State agencies have adopted programs identified in the plan, and the Legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Building Standards (e.g., CALGreen and the 2022 Building and Energy Efficiency Standards), zero carbon electricity by 2045, and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars).

Diamond Bar Climate Action Plan

The Diamond Bar Climate Action Plan 2040 (CAP), was adopted in 2019 as part of the City's long-range planning framework, provides a comprehensive strategy for reducing city GHG emissions in alignment with California's climate mandates (such as AB 32 and SB 32). The CAP begins by establishing an emissions inventory for major sectors — transportation, buildings, energy use, solid waste, and municipal operations—then projects how emissions would grow without intervention. Using this baseline, the Plan sets reduction targets consistent with state requirements and outlines sector-specific measures to meet them.

Key strategies include promoting compact, mixed-use development to reduce vehicle miles traveled (VMT); expanding active transportation infrastructure; improving public transit accessibility; and encouraging the transition to electric vehicles through charging infrastructure. In the buildings sector, the CAP emphasizes energy-efficient construction, retrofits, and expanded use of renewable energy, including rooftop solar and participation in green power programs. Solid waste initiatives focus on increased recycling, organics diversion, and reductions in landfilled materials. Municipal leadership actions — such as fleet electrification, facility efficiency upgrades, water conservation, and sustainable purchasing — demonstrate a commitment to modeling climate-friendly behavior.

The CAP also functions as a CEQA-qualified GHG reduction strategy, meaning projects that are consistent with the plan can streamline their environmental review for GHG impacts. Implementation and monitoring are core components of the plan; it includes performance metrics, timelines, and responsibilities to ensure that progress is measurable and transparent. Overall, the CAP serves as both a policy roadmap and an implementation toolkit for guiding the City toward a more sustainable, low-carbon future.

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

Less Than Significant Impact. The proposed Project would generate GHGs during the construction and operational phases of the Project. Project construction would require demolition, grading, building construction, paving and architectural coating phases. The Project's primary source of construction-related GHGs would result from emissions of CO_2 associated with Project construction equipment, worker and haul trips; refer to Table 4.8-1, *Construction GHG Emissions (Metric Tons/Year)*.

Table 4.8-1
Construction GHG Emissions (Metric Tons/Year)

Year	NBio-CO_2	Total CO_2	CH_4	N_2O	R	CO_2e
2026	<0.1	691	<0.1	<0.1	0.2	702
2027	<0.1	313	<0.1	<0.1	<0.1	315
2028	<0.1	2	<0.1	<0.1	<0.1	2
Total	**<0.1**	**1,006**	**<0.1**	**<0.1**	**<0.1**	**1,020**
Amortized Total	**<0.1**	**34**	**<0.1**	**<0.1**	**<0.1**	**34**

Source: CalEEMod version 2022.1 (refer to Appendix A for model outputs).
Note: Table 4.8-1 represents unmitigated results.
Non-biogenic carbon dioxide = NBio-CO_2; total carbon dioxide = total CO_2; nitrous oxide = and N_2O; refrigerant emissions = R; and carbon dioxide equivalent = CO_2e.

As shown in Table 4.8-1, Project construction-related activities would generate a total of 1,020 $MTCO_2e$ of GHG emissions. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.[12] The amortized Project emissions would be approximately 34 $MTCO_2e$ per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (electricity and natural gas) usage; refer to Table 4.8-2, *Operational GHG Emissions (Metric Tons/Year)*.

[12] The Project lifetime is based on SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

Table 4.8-2
Operational GHG Emissions (Metric Tons/Year)

Category	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	R	CO_2e
Mobile	<1	425	425	<1	<1	<1	431
Area	<1	11	11	<1	<1	<1	11
Energy	<1	99	99	<1	<1	<1	99
Water	<1	2	3	<1	<1	<1	5
Waste	3	<1	3	<1	<1	<1	11
Refrigerants	<1	<1	<1	<1	<1	<1	<1
Operational Total	**9**	**537**	**546**	**<1**	**<1**	**<1**	**563**
Amortized Construction							**34**
Total Project Construction and Operations Emissions							**597**
SCAQMD Interim Significance Threshold							**3,000**
Exceeds Threshold?							**No**

Source: CalEEMod version 2022.1 (refer to Appendix A for model outputs).
Note: Table 4.8-2 represents unmitigated results.
Biogenic carbon dioxide = Bio-CO_2; non-biogenic carbon dioxide = NBio-CO_2; total carbon dioxide = total CO_2; nitrous oxide = and N_2O; refrigerant emissions = R; and carbon dioxide equivalent = CO_2e.

As shown in Table 4.8-2, Project operational GHG emissions would total approximately 563 $MTCO_2e$ annually, and combined with construction-related GHG emissions, would total 597 $MTCO_2e$ annually. As shown in Table 4.8-2, total Project related emissions are below the 3,000 $MTCO_2e$ SCAQMD's draft interim significance GHG threshold for residential uses. In addition, with continued implementation of various Statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future. Lastly, emissions associated with the existing office use are not deducted from the values shown in Table 4.8-2; therefore, the analysis presented herein is conservative, and the Project's net increase in GHG emissions, after removal of the existing office use, would be lower than the total emissions reported. If the existing office emissions were deducted, total Project-related GHG emissions would be further reduced while still remaining well below the 3,000 $MTCO_2e$ threshold. As such, even under this conservative gross emissions approach, the Project would not exceed the SCAQMD's draft interim significance GHG threshold for residential uses and would not result in a significant impact related to cumulative GHG emissions.

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Diamond Bar Climate Action Plan 2040 Consistency

The CAP establishes program-level measures and provides potential project level GHG reduction measures for individual projects, especially if a project exceeds significance thresholds. As discussed previously, the Project would not result in GHG emissions which exceed the SCAQMD's draft interim significance threshold. However, the Project would minimize GHG emissions due to compliance with the

latest Title 24 building standards that would require renewable energy generation, energy efficiency, water conservation, and solid waste reduction measures. As such, the Project would be consistent with the GHG reduction measures discussed within the CAP.

2022 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (such as a cap-and-trade system), and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045. These measures build upon those identified in the previous Scoping Plan updates. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table 4.8-3, *Project Consistency with the 2022 Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 4.8-3, the Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support the 2022 Scoping Plan action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 4.8-3
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	Mandatory Compliance. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves.[1] The Project would not include wood-burning hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The Project would utilize electricity provided by SCE, which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2020, 33.1 percent of SCE's electricity came from renewable resources.[2] By 2030 SCE plans to achieve 80 percent carbon-free energy.[3]

Sector/Source	Category/Description	Consistency Analysis
Energy		
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	Mandatory Compliance. The Project is required to meet the applicable requirements of the Title 24 Building Energy Efficiency Standards and additional CALGreen requirements (see discussion under CALGreen Code requirements below).
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	Mandatory Compliance. The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	Mandatory Compliance. The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	Mandatory Compliance. The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with the Title 24 Building Energy Efficiency Standards.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	Mandatory Compliance. The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	Mandatory Compliance. The Project would meet this requirement as part of its compliance with the CALGreen Code, as design for future electric vehicle charging shall be provided consistent with CALGreen Code Sections 4.106.4 or 5.106.5.3.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	Consistent. The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles, by requiring design for future electric vehicle charging to be provided consistent with CALGreen Code requirements. In addition, rooftop solar installations would be provided in accordance with the C requirements; refer to CALGreen Code discussion above.
Mobile Sources		
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning	Consistent. As demonstrated in the 2020-2045 RTP/SCS Consistency discussion below, the Project would comply with SCAG's 2020-2045 RTP/SCS, and therefore, the Project would be consistent with SB 375.

Sector/Source	Category/Description	Consistency Analysis
	Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	Mandatory Compliance. Refer to the discussion under Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	Consistent. Refer to the discussion under Title 24 Building Standards Code and CALGreen Code, above. Also, refer to Section 4.10, *Hydrology and Water Quality*.
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. The Project would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.

Notes:
1. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017.
2. California Energy Commission, *2020 Power Content Label Southern California Edison,* https://www.energy.ca.gov/filebrowser/download/3902, accessed April 22, 2024.
3. Southern California Edison, *The Clean Power and Electrification Pathway,* https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed April 22, 2024.

2020-2045 RTP/SCS Consistency

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS.[13] At the regional level, the 2020-2045 RTP/SCS is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with the 2020-2045 RTP/SCS, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2020-2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035, in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. These strategies are all aimed at efforts to be undertaken by various levels of government, quasi-governmental agencies, and special purpose entities, rather than individual land use projects.

Table 4.8-4, *Project Consistency with the 2020-2045 RTP/SCS*, shows the Project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown in Table 4.8-4, the proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-4
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	Consistent. The Project proposes residential development on a site currently developed with an existing office use. The Project is redeveloping an underutilized site to accommodate new growth with residential uses, placing residents in proximity to other residents and commercial uses. The Project site is in an urbanized area and in proximity to other existing residential and commercial development, providing opportunities for reduced commute times and the use of non-

[13] Since initiation of the analysis presented in this Initial Study, SCAG adopted Connect SoCal 2024 (2024–2050 RTP/SCS). Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. For purposes of this Initial Study and the greenhouse gas analysis, Connect SoCal 2020 is relevant and is the document reviewed for consistency.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)		motorized transportation to access office and commercial destinations, including restaurants and a supermarket. The Project would provide bicycle parking spaces and electric ready infrastructure for electric vehicle charging in accordance with CALGreen Code, which would facilitate bike travel by residents, as well as use of zero emissions vehicles traveling to/from the site. A Transit Priority Area (TPA) is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. There are no TPAs near the Project site. However, by increasing housing density at the Project's location near major arterials, the Project would help leverage future efforts to expand public transportation service to this location. Therefore, the Project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	Consistent. The Project proposes residential development and would add to the local housing supply. There is no housing within the Project site currently; the Project would not displace existing residents. However, the Project would provide new housing opportunities, by providing additional residential options (i.e., condominiums), beyond single-family residences, with proximity to existing employment and retail uses. Therefore, the Project would promote greater housing choice in Diamond Bar by providing an alternative to single-family residential units.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles,	**HQTA, TPAs, NMA, Liveable Corridors.**	Consistent. The Project would be required to install infrastructure for electric-ready infrastructure for electric vehicles, as well as bike parking and storage in accordance with

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		the 2022 Title 24 standards and CALGreen Code. The Project would provide electric vehicle capable outlets and additional infrastructure to support zero-emission vehicles.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	Consistent. Although this strategy is focused on local governments, agencies, and organizations' actions to support the implementation of sustainability policies, the Project would implement sustainability actions supported by the City. As previously discussed, the proposed Project would promote alternative modes of transportation. Further, the Project would comply with sustainable practices included in the 2022 Title 24 standards and CALGreen Code, such as installation of electric vehicle ready infrastructure, bike parking, high efficiency LED lighting, energy efficient appliances, low-flow fixtures, water-efficiency irrigation, and drought tolerant landscaping. Thus, the Project would not conflict with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	Consistent. Although this strategy is focused on local governments, agencies, and organizations' actions to promote a green region, the Project would implement sustainability actions that would support a green region. The proposed Project consists of residential development in an urbanized area and would, therefore, not interfere with regional wildlife connectivity or consumption of agricultural land. The Project would also incorporate various common open space areas. The Project would be required to comply with 2022 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. These Standards also require renewable energy generation for residential uses. Thus, the Project would support efficient development that reduces energy consumption and GHG emissions. The Project would not conflict with this reduction strategy.
Source: Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed Project is generally consistent with or would not conflict with strategies outlined in SCAG's 2020-2045 RTP/SCS and 2022 Scoping Plan. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project's GHG emissions would not result in a significant impact on the environment, and the Project's contribution to climate change impacts would not be considerable.

Mitigation Measures: No mitigation measures are required.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

This section is based in part on the *Phase I Environmental Site Assessment for 1400 Montefino Avenue, Diamond Boar, California 91765* (Phase I ESA), prepared by Thornburgh Consulting, Inc., dated March 29, 2025, and included in its entirety as Appendix F, *Phase I ESA*.

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

Less Than Significant Impact. The Project consists of redeveloping an approximately 3.9-acre site with a for-sale residential community of 49 units in a mix of detached and attached three-story condominiums, together with private drives, parking, landscaping, and utilities. Construction would involve typical small quantities of fuels, oils, and lubricants for equipment, handled and stored in accordance with federal, State, and local regulations and standard construction BMPs, including spill prevention and cleanup. Because the disturbed area exceeds one acre, construction activities would comply with the Statewide NPDES Construction General Permit and an associated SWPPP that includes spill response measures.

The Phase I ESA concluded that there are no recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) associated with the Project site, and no significant data gaps. The Phase I ESA did not identify any on-site bulk storage of hazardous materials, hazardous waste generation, or industrial operations that would involve routine use or disposal of hazardous substances.

During operation, the Project's residential uses would not involve routine onsite storage or use of hazardous materials other than common household cleaning products and consumer goods used in accordance with manufacturer instructions. Solid waste, including electronic waste and universal waste, would be managed through existing City and County programs. The Project would receive electricity from SCE and natural gas from SoCal Gas through typical residential utility connections, which would be installed and operated in compliance with applicable safety regulations and would not involve on site bulk storage or handling of hazardous materials beyond what is typical for suburban residential development. With compliance with existing regulations, standard BMPs, and the conditions documented in the Phase I ESA (i.e., no RECs, CRECs, HRECs, or other actions that would involve the routine use or disposal of hazardous substances), potential hazards from routine transport, use, or disposal of hazardous materials would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Construction is anticipated to begin in December 2026 and last approximately 30 months, with about six months of demolition, excavation, grading, and infrastructure work followed by about 24 months of vertical construction and building finishes. Work would occur Monday through Saturday, 7:00 a.m. to 7:00 p.m., with a peak daily workforce of up to 40 workers. Construction worker parking and materials stockpiling would be maintained on-site, which limits off-site transport and reduces the potential for incidental releases to affect the public right-of-way.

Standard construction activities would involve limited quantities of fuels, lubricants, and similar products for equipment. Contractors would store, handle, and use these materials in accordance with federal, State, and local regulations and BMPs, including spill prevention and response procedures, secondary containment for stored liquids, fueling and maintenance over paved areas or with drip pans, daily equipment inspections, and immediate cleanup with proper disposal of absorbents and any contaminated materials. If temporary on-site storage exceeds threshold quantities, the contractor would file a Hazardous Materials Business Plan with the Certified Unified Program Agency and maintain on-site spill

kits and employee training records. Because construction would disturb more than one acre, the Project would obtain coverage under the Statewide NPDES Construction General Permit and implement a SWPP with pollutant source controls and spill response measures. The Project also includes an on-site stormwater detention and treatment system sized to capture and treat about 14,860 cubic feet of runoff before discharge through a 12-inch pipe to an existing downdrain that ties into the public storm drainage system, providing additional containment and treatment capacity in the unlikely event a small spill reaches on-site drainage features.

During operation, the residential community would not include industrial processes or routine use of hazardous materials. Household products would be used in accordance with manufacturer instructions and disposed of through applicable solid-waste, e-waste, or universal-waste programs. The Project would receive electricity from SCE and natural gas from SoCal Gas through typical residential utility connections that are designed, installed, and operated in compliance with applicable codes and safety regulations. Natural gas infrastructure would be limited to distribution mains and service laterals and indoor residential equipment, with no bulk on-site storage of fuels or industrial gas uses beyond those typical for suburban residential development. With compliance with applicable regulations, permit requirements, and standard BMPs, reasonably foreseeable upset or accident conditions would not create a significant hazard. Thus, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project would redevelop an approximately 3.9-acre site with 49 condominiums and associated private drives, parking, landscaping, and utilities. The site is within one-quarter mile of Chaparral Middle School (1405 Spruce Tree Drive) and Quail Summit Elementary School (23330 Quail Summit Drive). Construction practices would utilize standard equipment with small quantities of fuels and lubricants managed under federal, State, and local regulations, and BPMs. During operation, the Project's residential uses would not involve industrial processes or routine handling of acutely hazardous materials. The Project would receive electricity from SCE and natural gas from SoCal Gas through typical residential utility connections designed and operated in accordance with applicable safety regulations, and it would not include bulk on-site fuel storage or industrial gas uses. Typical household products would be used and disposed of in accordance with applicable requirements. Accordingly, the Project does not include activities that would emit hazardous emissions or require handling of hazardous or acutely hazardous materials within one-quarter mile of a school. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project would redevelop an approximately 3.9-acre site, currently developed with commercial property at 1400 Montefino Avenue, with 49 condominiums and associated private drives, parking, landscaping, and utilities. The Project site is not located on a hazardous materials site compiled

pursuant to Government Code Section 65962.5.[14] As such there would be no related hazards to the public or environment, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the Project site is the Brackett Field Airport, which is located approximately 6.5 miles northeast of the Project site. According to the General Plan EIR, the City is not located within the area of influence of any nearby airports, nor is the site within an airport land use plan. Accordingly, there would be no impact related to airports.

Mitigation Measures: No mitigation measures are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would redevelop a previously developed 3.9-acre site with 49 homes and associated improvements and would not alter the surrounding public street network. Site access would continue from Montefino Avenue via a single driveway that would be reconstructed to meet City standards, and internal circulation would be provided by three private drives that also function as fire lanes, with a minimum fire access width of 20 feet, typical combined sections of 26 feet, and a hammer-head turnaround for emergency vehicles. Construction would be limited to Monday through Saturday from 7:00 a.m. to 7:00 p.m., with construction worker parking and materials stockpiling maintained on site, which avoids lane blockages and keeps response routes clear. During operation, the Project would function as a residential neighborhood and would not introduce on-site uses or activities that would interfere with the City's emergency response coordination procedures, including activation of the City Emergency Operations Center and coordination with participating agencies under the Los Angeles County Operational Area Emergency Operations Plan. No off-site improvements are proposed, and the Project does not include changes that would redirect or obstruct evacuation routes. With these design features and construction practices, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The approximately 3.9-acre Project site at 1400 Montefino Avenue is fully urbanized and surrounded by existing residential and commercial development. According to the CAL FIRE Fire Hazard Severity Zone Map, the Project site is not located within a very high fire hazard severity zone (VHFHSZ),

[14] State Water Resources Control Board, GeoTracker. Available at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=880+s+lemon+ave%2C+diamond+bar. Accessed October 2025.

nor is the site within or near a State Responsibility Area (SRA).[15] The Project would retain and reconstruct a single driveway on Montefino Avenue and provide three internal private drives that function as fire lanes with a minimum fire access width of 20 feet, typical combined sections of 26 feet, and a hammer-head turnaround for emergency vehicles, ensuring reliable emergency access. Construction activities and worker parking would be maintained on site, and no off-site improvements are proposed that could constrain evacuation routes. With compliance with City and Los Angeles County Fire Department access and prevention requirements and considering the existing built urban context, the Project would not expose people or structures to a significant wildland fire risk. There would be no impact.

Mitigation Measures: No mitigation measures are required.

[15] California Department of Forestry and Fire Protection (CalFire), *FHSZ Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed October 28, 2025.

4.10 Hydrology and Water Quality

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

This section is based on the *Conceptual Low Impact Development Plan* (LID Plan) prepared by Huitt-Zollars, Inc., dated November 20, 2025, and included in its entirety as Appendix G, *LID Plan*.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact.

Construction

Project construction would include demolition of the existing two-story office building and surface parking, grading of the approximately 3.9-acre site, installation of underground utilities and storm drains, and construction of 49 attached and detached multi-family residential units, internal private drives, and hardscape. These activities would temporarily disturb soils and could introduce pollutants such as fuels, lubricants, concrete wash water, and construction debris to stormwater runoff if not properly managed.

Because the disturbed area exceeds one acre, the Project must obtain coverage under the Statewide NPDES Construction General Permit and prepare and implement a SWPPP. The SWPPP must identify potential pollutant sources and specify BMPs for erosion and sediment control, material and waste handling, and equipment maintenance, as required by the Construction General Permit and enforced by the Los Angeles Regional Water Quality Control Board.

In addition, the City implements the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit (Order R4-2012-0175, NPDES Permit No. CAS004001), which requires construction-phase BMPs to prevent pollutants from entering the municipal storm drain system. The DBCC includes water pollution control requirements, including DBCC Section 13.00.050, which requires that water pollution control facilities be designed and operated so as not to pollute underground or surface waters or cause a public nuisance, and DBCC Section 13.00.1910, which prohibits deposits or discharges that may pollute underground or surface waters or damage storm drain facilities. The City's Stormwater and Urban Runoff Pollution Control Ordinance (DBCC Section 8.12.1630) implements the MS4 Permit and requires construction projects to implement erosion and sediment control BMPs and good housekeeping practices.

Compliance with the Construction General Permit, the SWPPP, and the City's stormwater regulations would minimize erosion, capture sediment on site, and prevent construction-related pollutants from entering downstream surface waters or infiltrating into groundwater. Therefore, construction activities would not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality, and impacts would be less than significant.

Operation

Under existing conditions, the approximately 3.9-acre site is developed with a two-story office building, surface parking, drive aisles, and ornamental landscaping. The LID Plan identifies that the site is predominantly impervious under existing conditions and drains via surface flow to four discharge locations along the northern and western portions of the property that ultimately connect to the public storm drain system in Montefino Avenue and Diamond Bar Boulevard. There is no off-site run-on to the Project site.

With Project development, the overall impervious area would increase modestly (for example, building footprints, internal private drives, and guest parking); however, this would be offset by new common and private landscaped areas. The LID Plan shows that post-Project drainage would continue to discharge to the same four locations, but runoff from roofs, drive aisles, and other hardscape would be collected in an underground storm drain network and routed through a vault-style biofiltration BMP sized to treat the

full stormwater quality design volume generated by the Project, consistent with the Los Angeles County Low Impact Development (LID) Manual and the MS4 Permit.

The LID Plan evaluated infiltration BMPs but determined that infiltration is not feasible due to very low percolation rates (approximately 0 to 0.01 inch per hour), shallow bedrock, and the potential for perched groundwater and slope stability concerns. As a result, the selected structural BMP is a lined biofiltration unit with underdrains that provides volume reduction and pollutant removal (including sediment, trash, metals, and nutrients) prior to discharge to the municipal storm drain system, in accordance with the MS4 LID requirements and DBCC Section 8.12.1610, *Stormwater and Urban Runoff Pollution Control Ordinance*.

The LID Plan also includes a hydrologic analysis comparing existing and post-project peak flows for design storm events. That analysis demonstrates that implementation of the Project with incorporation of LID BMPs would result in post-Project peak flows at each discharge location that are equal to or lower than existing peak flows for the 2-, 10-, 25-, and 50-year storm events, consistent with the MS4 hydromodification management criteria. Because runoff would be treated through a properly sized structural BMP prior to discharge, and because peak flows would not increase relative to existing conditions, long-term operation of the Project would not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality. Accordingly, construction and operation of the Project would not result in significant impacts related to violation of water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The City of Diamond Bar overlies portions of the Puente and Spadra Groundwater Basins.[16] However, these basins are characterized by high total dissolved solids and nitrate levels and are not a primary source of potable water; Walnut Valley Water District (WVWD) relies predominantly on imported supplies from the Metropolitan Water District of Southern California, supplemented by limited local groundwater production. The WVWD 2020 Urban Water Management Plan (UWMP) notes that the Spadra Basin Groundwater Sustainability Agency is preparing a Groundwater Sustainability Plan (GSP) under the Sustainable Groundwater Management Act (SGMA), but the basin is categorized as very low priority, and planned pumping is modest relative to total supply.[17]

The Project would not install groundwater wells, would not use groundwater for construction or operation, and would not require long-term dewatering. All potable water demand would be met through WVWD's existing distribution system, which is planned and managed consistent with the UWMP and basin management objectives.

With respect to recharge, the Project site is currently largely impervious due to the existing office building and paved parking lots and is not identified as a designated groundwater recharge area in regional or local planning documents. The LID Plan concludes that on-site infiltration BMPs are not feasible due to very low percolation rates and shallow bedrock, so the proposed stormwater quality BMP is a lined biofiltration unit that discharges treated runoff to the municipal storm drain system rather than infiltrating it to

[16] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft*
[17] Walnut Valley Water District, June 2021. *Urban Water Management Plan*

groundwater. Although the Project would slightly increase impervious surfaces as compared to existing conditions, this change would occur on a fully urbanized site that already contributes minimally to regional groundwater recharge. There is no evidence that this small incremental change would measurably affect groundwater levels or sustainable management of the Puente or Spadra Basins.

Given that the Project would neither extract groundwater nor substantially alter regional recharge conditions and would remain within the water demand projections and management framework of WVWD's UWMP for its service area that includes the City of Diamond Bar, which projects total District water use (potable plus recycled) of 21,173 acre-feet in 2025 increasing to 22,193 acre-feet in 2045 (Table 4-3), and identifies that projected supplies are sufficient to meet projected demands under normal-year and single dry-year conditions (Tables 7-2 and 7-3), and applicable basin management plans, the Project would not substantially decrease groundwater supplies or interfere with groundwater recharge in a way that would impede sustainable groundwater management of the basin.

Mitigation Measures: No mitigation measures are required.

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

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Project construction would include demolition, grading, and utility trenching that would disturb soils and could increase erosion if not properly managed. Because the disturbed area would exceed one acre, construction must comply with the Statewide NPDES Construction General Permit, including preparation and implementation of a SWPPP with erosion and sediment control BMPs, consistent with the City's MS4 and stormwater ordinance requirements. These measures would minimize erosion and prevent substantial siltation on- or off-site during construction. During operation, the site would be stabilized with buildings, private drives, and landscaped areas, and runoff would be collected in an underground drainage system and treated in an on-site structural BMP biofiltration unit before discharge at the existing outlet locations. With stabilized surfaces and controlled drainage, the Project would not result in substantial erosion or siltation on- or off-site during operation. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. During construction, temporary grading and partial removal of existing pavement could slightly alter drainage patterns on the previously graded pad, but these conditions would be short term and subject to SWPPP and City stormwater requirements that include temporary drainage and inlet protection measures. These controls would avoid localized flooding on- or off-site during construction. During operation, runoff would continue to discharge at the same four locations as under existing conditions, but would be collected by roof drains and inlets, conveyed in an underground system, and treated in the on-site structural BMP biofiltration unit. The LID Plan shows that post-Project peak flows for the design storm events would be equal to or less than existing peak flows at each discharge point. As such, Project construction and operation would not substantially increase the rate or amount of runoff in a manner that would result in flooding on- or off-site. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. During construction, ground disturbance and construction activities could generate sediment and other pollutants and increase short term runoff to local inlets. However, compliance with the Construction General Permit, SWPPP, and City stormwater requirements would require measures such as sediment controls, good housekeeping, and proper materials handling that are designed to protect storm drain capacity and limit pollutant discharges. These measures would prevent construction runoff from exceeding storm drain capacity or creating substantial additional sources of polluted runoff. During operation, the Project would slightly increase impervious area on a site that already drains to the municipal storm drain system; however, the LID Plan includes an on-site structural BMP biofiltration unit, which is sized to capture and treat stormwater quality and volume before discharge. Hydrologic analysis shows that post-Project peak flows at site discharge points would not exceed existing peak flows, and the biofiltration BMP would reduce pollutant loads relative to existing unmanaged runoff. Therefore, Project construction and operation would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. The Project site is located on a hillside within an area mapped outside of the 100-year and 500-year floodplains on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps; the General Plan EIR notes that the vast majority of the Planning Area is outside flood hazard zones. Project construction would be limited to the existing graded commercial pad and internal circulation and utility areas and would not occur within a river, stream, or defined floodway. No temporary cofferdams, channel work, or flood control structures are proposed, so construction would not impede or redirect flood flows. During operation, the Project would not encroach into any designated floodway or modify any off-site drainage channels. Runoff would continue to discharge at the same four locations and would be conveyed to the existing public storm drain system along Montefino Avenue and Diamond Bar Boulevard. Because the Project would not construct features that would obstruct or divert flood flows, Project construction and operation would not impede or redirect flood flows. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding; however, at its closest point, the Pacific Ocean is over 24 miles away. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking; however, the closest water body is Puddingstone Reservoir, which is over six miles away.

The Project site is not located within a flood hazard, tsunami, or seiche zone.[18, 19] Thus, no impacts associated with risk of pollutants due to Project inundation would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project would implement the LID Plan prepared for the site, which is designed to comply with the Los Angeles County MS4 Permit, the Water Quality Control Plan for the Los Angeles Region, and the City of Diamond Bar Stormwater and Urban Runoff Pollution Control Ordinance (DBCC Section 8.12.1610). The Project would not use groundwater directly, is not located in a designated groundwater recharge area, and its potable water demand would remain within the projections of the WVWD 2020 UWPM, so it would not interfere with sustainable groundwater management.

Additionally, the Project does not propose the installation of any wells and would not otherwise interfere with the implementation of any adopted water quality control plan or a sustainable groundwater management plan. The Project site overlies a portion of the adjudicated Puente Groundwater Basin.[20] Under California Water Code Section 10720.8, adjudicated basins are not subject to the SGMA requirement to prepare a GSP and are administered by a court-appointed Watermaster, who must submit annual reports to the California Department of Water Resources (DWR) pursuant to Section 10720.8(f). Since the Project does not involve groundwater extraction, recharge, or an installation of a new well, there is no applicable GSP to conflict with, and the Project would not obstruct Watermaster administration of the basin. Due to limited scope of ground disturbance, brief period of construction, and adherence to the Geotechnical Report recommendations and applicable existing regulations, the Project would not conflict with or obstruct implementation of any water quality control or groundwater management plan. Therefore, there would be no impact.

Mitigation Measures: No mitigation measures are required.

[18] Federal Emergency Management Agency (FEMA), *Flood Map Service Center: Search by Address*, https://msc.fema.gov/portal/search?AddressQuery, accessed November 10, 2025.
[19] California Department of Conservation, *California Tsunami Maps and Data*, https://www.conservation.ca.gov/cgs/tsunami/maps, accessed November 10, 2025.
[20] Walnut Vally Water District, 2021. *Urban Water Management Plan, Figure 4- Puente Basin Location*. Available at: https://walnutvalleywater.gov/wp-content/uploads/2023/03/FINAL-Walnut-Valley-Water-District-2020-UWMP.pdf. Accessed November 2025.

4.11 Land Use and Planning

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

a) Physically divide an established community?

No Impact. The Project would redevelop an existing 3.9-acre commercial property at 1400 Montefino Avenue that is already bounded by established residential neighborhoods to the south and west and commercial and residential uses to the east and north. There are no current residential uses on the Project site, nor is the site currently zoned for residential uses. Site access would continue to be provided by a single driveway on Montefino Avenue, and all new circulation, fencing, and retaining walls would be internal to the site and would not create a new barrier such as a freeway, major arterial, railroad, or flood control channel through an existing neighborhood. The Project would introduce a new residential development that is compatible with surrounding land uses and would not alter the existing neighborhood street pattern or restrict connectivity between adjacent residential areas. As a result, the Project would not physically divide an established community, and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site is designated General Commercial in the Diamond Bar General Plan and zoned Commercial Office (CO). The Project includes a General Plan Amendment and Zone Change to allow a for-sale multi-family neighborhood that is consistent with the City's long-range vision for infill housing and the Planning Area buildout anticipated in the Land Use and Economic Development Element.

The General Plan includes a set of goals and policies that were adopted, in part, to avoid or reduce environmental impacts by focusing growth in already urbanized areas, protecting open space and hillsides, ensuring compatibility with surrounding neighborhoods, and requiring adequate public services and recreation facilities. Table 4.11-1, *General Plan Consistency Analysis*, identifies the General Plan policies applicable to the proposed Project and Project site.

Table 4.11-1
General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
LU-P-1. Ensure that the scale and massing of new development provides sensitive transitions or design techniques in building height, bulk, and landscaping to minimize impacts on adjacent, less intensive uses, particularly residential uses.	Consistent. The Project confines new three-story buildings to the existing graded commercial property, steps building envelopes with site topography, and provides perimeter retaining walls, fencing, and layered landscaping along the north, west, and south edges to soften views and provide a compatible transition to adjacent residential neighborhoods.
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.	Consistent. The Project's utility infrastructure would connect to existing public systems for water, wastewater, storm drainage, electricity, natural gas, solid waste, and telecommunications, would be served by existing police and fire providers and nearby parks, and would implement an on-site LID stormwater system. Technical analyses prepared for the Project indicate that these services and facilities have sufficient capacity to accommodate the 49 new residential units.
LU-P-6. When appropriate, require new development to pay its fair share of the public facilities and off-site improvements needed to serve the proposed use.	Consistent. The Project must pay parkland fees and construct frontage improvements pursuant to DBCC Section 21.32.040 and Titles 21 and 22.
LU-P-8. Ensure that new residential development 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, provide adequate transitions to existing development.	Consistent. The 49-unit attached and detached condominium development, with an overall density of about 12.5 dwelling units per acre, is compatible with the surrounding mix of townhomes, condominiums, and single-family homes; the three story Spanish style buildings, rooflines, and setbacks are designed to provide a reasonable scale and visual transition to adjacent residential areas.
LU-P-9. Incorporate architectural and landscape design features in new development that create 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.	Consistent. The Project orients unit entries and front elevations toward internal private drives with sidewalks and landscaped parkways, locates garages on shared drive aisles rather than fronting Montefino Avenue, and adds new street trees and enhanced frontage landscaping which improve

General Plan Policy	Consistency Analysis
	the pedestrian environment along the Project frontage.
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.	Consistent. The Project's LID system collects roof and paved area runoff and routes it to an underground biofiltration facility and associated landscaped areas that are integrated into the overall site and planting design, providing stormwater quality treatment without visually intrusive surface basins.
CC-P-16. Ensure that common spaces be integrated elements of development, coordinating landscaping and amenities with the projects' architecture and character.	Consistent. The three common open space areas along the internal drives, together with distributed landscaping, private patios, and balconies, include decorative paving, seating, and barbecue amenities that are located centrally within the neighborhood and coordinated with the Project's Spanish architectural theme, creating integrated and usable shared spaces for residents.
CR-P-33. Ensure that new development integrates with Diamond Bar's bicycle and pedestrian networks by requiring developers to provide sidewalks and bicycle infrastructure on local streets.	Consistent. The Project would replace an auto-oriented office and parking lot with a residential neighborhood that fronts existing sidewalks along Montefino Avenue and provides internal private drives and walkways that connect to the public street network. As part of the City's Development Review process, the Project would be required to provide and maintain safe pedestrian access and to comply with applicable circulation and frontage standards. The Project would not remove or preclude any planned bicycle facilities and would integrate with the surrounding pedestrian network, consistent with this policy. Refer to response 4.17(a) for more detail.
RC-P-7. Minimize visual and environmental impacts to ridgelines, hilltops, and slopes through regulations that minimize grading, ensure that development conforms to natural topography, and maximize safety, correlating development intensity with the steepness of terrain. Landform grading criteria and maximum allowable densities shall be based upon the slope density formula as set forth in the Development Code.	Consistent. The Project would redevelop an existing graded commercial property, rather than extend development onto undisturbed ridgelines or natural slopes. Grading would be limited to refining the existing pad and constructing retaining walls and driveways consistent with the City's Hillside Management regulations and Project-specific geotechnical recommendations. Building envelopes, heights, and densities would conform to applicable slope and landform grading standards in the Development Code, which are designed to minimize grading, follow existing

General Plan Policy	Consistency Analysis
	topography, and maintain safety, consistent with this 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.	Consistent. The Project would introduce 49 new residences on an underutilized commercial/office site within an established urban neighborhood that is already served by local streets, sidewalks, utilities, and nearby commercial and employment uses. The proposed redevelopment Project would make more efficient use of existing infrastructure and shorten trip lengths compared to new development at the urban fringe. The Project's walkable internal layout and frontage along existing sidewalks would support non-auto travel options and would not conflict with City efforts to reduce vehicle miles traveled, consistent with this policy.
PS-P-15. Ensure adherence to applicable Fire and Building Codes, including standards for minimum road widths, access and clearance for emergency vehicles, and the identification of all roads, streets, and major public buildings in a manner that is clearly visible to fire protection and other emergency vehicles.	Consistent. Site access would be provided from Montefino Avenue via internal private drives that are designed to meet Fire Department requirements for minimum widths, turnarounds, and clearances. The Project would be reviewed through the City's building and fire plan check processes to ensure compliance with applicable State and County Fire and the CBC, including fire lane design, hydrant placement, and addressing and signage visible to emergency responders. Through mandatory compliance with these standards, the Project would support, and not conflict with, this public safety policy. Refer to response 4.17(d) for more detail.
Source: De Novo Planning Group, 2025.	

As shown in Table 4.11-1, the Project would be consistent with the applicable General Plan goals and policies that were adopted to avoid or mitigate environmental effects by promoting infill growth, compatible neighborhood design, preservation of open space and hillsides, and adequate public services and recreation. Upon approval of the requested General Plan Amendment and Zone Change, the Project would also be consistent with the City's land use diagram and implementing Development Code, because the proposed General Plan Amendment would revise the City's land use diagram for the Project site to allow the proposed residential land use in lieu of the existing commercial designation. In addition, the proposed Zone Change would rezone the property from Commercial Office (CO) to the corresponding residential zoning district that implements the amended land use designation, such that the proposed residential use and site design would be evaluated against, and required to comply with, the applicable Development Code standards (including allowable density, height, setbacks, parking, and design review

requirements). Therefore, the Project would not cause a significant environmental impact due to a conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.12 Mineral Resources

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

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

No Impact. According to the General Plan EIR, there are no mineral resources identified within the City, including the Project site.[21] The Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, and the area surrounding the Project site is urbanized and developed with office, residential, and commercial uses. The Project site does not include any known mineral resources. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not designated as a locally important mineral resource recovery area in the General Plan, any specific plan, or other adopted land use plan. Therefore, the proposed Project would not result in the loss of availability of a designated local mineral resource site. No impact would occur.

Mitigation Measures: No mitigation measures are required.

[21] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft.*

4.13 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

This section is based on the *1400 Montefino Project Noise Impact Analysis* (Noise Data), prepared by De Novo Planning Group, dated November 2025, and included in its entirety as Appendix H, *Noise Data*.

FUNDAMENTALS OF NOISE

Sound can be described in terms of its frequency (pitch) and loudness (amplitude). Frequency relates to the number of pressure oscillations per second. The loudness of sound increases or decreases as the amplitude increases or decreases. The standard unit of measurement for sound is the decibel (dB). Although the terms "sound" and "noise" are often used synonymously, noise is commonly defined as sound that is either loud, unpleasant, unexpected, or undesired. Because decibels are on a logarithmic scale, sound pressure levels cannot be simply added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA. Instead, sound energy must be doubled to produce a three dB increase.

Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range of the human ear. Typically, the human ear can barely perceive the change in noise level of three dB. A change in five dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a three dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, CNEL is obtained after the addition of five dB to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten dB to sound levels in the night between 7:00 p.m. and 7:00 a.m.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (Leq): The equivalent steady-state noise level for a stated period of time that would contain the same acoustic energy as the fluctuating, time-varying noise level of that same period. For example, the Leq for one hour is the energy average noise level for that hour. Leq can be thought of as a continuous noise level for a certain period that is equivalent in acoustic energy content to a fluctuating noise level of that same period. In this analysis, Leq is expressed in units of dBA.

L(x): Lx is used to represent the noise level exceeded X percent of a specified time period. For example, L90 represents the noise level that is exceeded 90 percent of a specified time period. L90 is commonly used to represent ambient or background steady-state noise levels.

Noise Attenuation

Generally speaking, noise levels decrease, or "attenuate," as distances from noise sources to receivers increases. For each doubling of distance, noise from stationary or small, localized sources, commonly referred to as "point sources," may attenuate at a rate of six dBA for each doubling of distance. This attenuation is referred to as the inverse square law. For example, if a point source emits a noise level of 80 dBA at a reference distance of 50 feet its noise level would be approximately 74 dBA at a distance of 100 feet, 68 dBA at a distance of 200 feet, etc. Noise emitted by "line" sources, such as highways, attenuates at the rate of three dBA for each doubling of distance.[22]

Factors such as ground absorption and atmospheric effects may also affect the propagation of noise. In particular, ground attenuation by non-reflective surfaces such as soft dirt or grass may contribute to increased attenuation rates of up to an additional eight to 10 dBA per doubling of distance.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between a noise source and a receiver. Barriers that break the line of sight between noise sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. Barriers can reduce source noise levels by up to 20 dBA, though it is generally infeasible for temporary barriers to reduce source noise levels by more than 15 dBA. In cases where the noise path

[22] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, April 2020.

from source to receiver is direct but grazes the top of a barrier, noise attenuation of up to five dBA may still occur.

GROUNDBORNE VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, and acceleration.[23] Unlike noise, vibration is not a common environmental issue, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration may include trains, construction activities, and certain industrial operations.

Peak Particle Velocity

Peak Particle Velocity (PPV) is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are generally measured in inches per second (in/sec).

Effects of Vibration

High levels of vibration may cause damage to buildings or even physical personal injury. However, vibration levels rarely affect human health outside the personal operation of certain construction equipment or industrial tools. Instead, most people consider environmental vibration to be an annoyance that may affect concentration or disturb sleep. Background vibration in residential areas is usually not perceptible, and perceptible indoor vibrations are generally caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Vibration from traffic on smooth roadways is rarely perceptible, even from larger vehicles such as buses or trucks.[24] The threshold of human perception of vibration is approximately 0.01-0.02 in/sec PPV.

REGULATORY DISCUSSION

Diamond Bar City Code

Sec. 8.12.320. Declaration of policy; nuisances deemed misdemeanors.

a) In order to control unnecessary, excessive and annoying noise and vibration in the city, it is declared to be the policy of the city to prohibit such noise and vibration generated from any sources as specified in this division. It shall be the policy of the city to maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the city where noise levels are above acceptable values.
b) It is determined that certain noise levels and vibration are detrimental to the public health, welfare and safety and contrary to public interest, and therefore the city council does ordain and declare that creating, maintaining, causing or allowing to be created, caused or maintained any noise or vibration in a manner prohibited by or not in conformity with the provisions of this division is a public nuisance and shall be punishable as such.

[23] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
[24] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020.

(Ord. No. 14(1989), § 2(12.08.020), 6-27-89)

Sec. 8.12.380. Activities exempt from division restrictions.

The following activities set out in this division shall be exempted from the provisions of this division.

(1) *Emergency exemption.* The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work.
(2) *Warning devices.* Warning devices necessary for the protection of public safety, as for example police, fire and ambulance sirens, and train horns.
(3) *Outdoor activities.* Activities conducted on public playgrounds and public or private school grounds, including, but not limited to, school athletic and school entertainment events.
(4) *Exemption from exterior noise standards.* The following activities are exclusively regulated by the prohibitions of subdivision III of this division:
    a. Construction;
    b. Stationary nonemergency signaling devices;
    c. Emergency signaling devices;
    d. Refuse collection vehicles;
    e. Residential air conditioning or refrigeration equipment; and
    f. Forced-air blowers.
(5) *Motion picture production and related activities.* Activities in connection to production of motion pictures.
(6) *Railroad activities.* All locomotives and rail cars operated by any railroad which is regulated by the state public utilities commission.
(7) *Federal or state preexempted activities.* Any activity, to the extent regulation thereof has been preempted by state or federal law.
(8) *Public health and safety activities.* All transportation, flood control, and utility company maintenance and construction operations at any time on public right-of-way, and those situations which may occur on private real property deemed necessary to serve the best interest of the public and to protect the public's health and well being, including, but not limited to, street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, snow removal, house moving, vacuuming catchbasins, removal of damaged poles and vehicles, repair of water hydrants and mains, gas lines, oil lines, sewers, etc.
(9) *Motor vehicles on private right-of-way and private property.* Except as provided in section 8.12.830, all legal vehicles of transportation operating in a legal manner in accordance with local, state and federal vehicle-noise regulations within the public right-of-way or air space, or on private property.
(10) *Seismic surveys authorized by the state land commission.* Seismic surveys which are authorized by the state land commission.
(11) *Agricultural operations.* All mechanical devices, apparatus or equivalent associated with agricultural operations conducted on agricultural property, unless if in the vicinity of residential land uses, in which case a variance permit is required to operate noise-producing devices, with the following stipulations:
    a. Operations do not take place between 8:00 p.m. and 6:00 a.m.;
    b. Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions;

c. Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the county agricultural commissioner;
d. Such devices utilized for pest control which incorporate stationary or mobile noise sources (electro-mechanical birdscare devices, etc.) are operated only by permit issued by the health officer, and the allowable hours and days for operation of these devices will be specified in the permit; and
e. All equipment and machinery powered by internal combustion engines shall be equipped with a proper muffler and air-intake silencer in good working order.

(12)*Minor maintenance to residential real property.* Noise sources associated with the minor maintenance of residential real property, provided the activities take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday;

(13)*Operation of oil and gas wells.* The operation of oil and gas wells shall be as follows:
a. Normal well servicing, remedial or maintenance work performed within an existing well which does not involve drilling or redrilling and which is restricted to the hours between 7:00 a.m. and 10:00 p.m.; and
b. Drilling or redrilling work which is done in full compliance with the conditions of permits issued under the zoning ordinance.

(Ord. No. 14(1989), § 2(12.08.570), 6-27-89)

Sec. 8.12.520. Noise zones designated.

Receptor properties described in this chapter are hereby assigned to the following noise zones:

(1) Noise zone I, noise-sensitive area;
(2) Noise zone II, residential properties;
(3) Noise zone III, commercial properties; and
(4) Noise zone IV, industrial properties.

(Ord. No. 14(1989), § 2(12.08.380), 6-27-89)

Sec. 8.12.530. Exterior noise standards; citations for violations.

(a) Unless otherwise provided in this section, the following exterior noise levels shall apply to all receptor properties within a designated noise zone:

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dB)
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 p.m. to 7:00 a.m. (nighttime)	45
		7:00 a.m. to 10:00 p.m. (daytime)	50

III	Commercial properties	10:00 p.m. to 7:00 a.m. (nighttime)	55
		7:00 a.m. to 10:00 p.m. (daytime)	60
IV	Industrial properties	Anytime	70

(a) Unless otherwise provided in this section, no person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards:

(1) *Standard No. 1.* Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level from subsection (a) of this section; or, if the ambient L_{50} exceeds the foregoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.

(2) *Standard No. 2.* Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from subsection (a) of this section, plus 5dB; or, if the ambient L_{25} exceeds the foregoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2.

(3) *Standard No. 3.* Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from subsection (a) of this section, plus 20dB; or, if the ambient $L_{8.3}$ exceeds the foregoing level, then the ambient $L_{8.3}$ becomes exterior noise level for Standard No. 3.

(4) *Standard No. 4.* Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from subsection (a) of this section, plus 15dB; or, if the ambient $L_{1.7}$ exceeds the foregoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.

(5) *Standard No. 5.* Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from subsection (a) of this section, plus 20dB; or, if the ambient L_{0} exceeds the foregoing level then the ambient L_{0} becomes the exterior noise level for Standard No. 5.

Sec. 8.12.720. Construction noise.

(a) 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 the sound therefrom creates a noise disturbance across a

residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

(b) Noise restrictions at affected structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

(1) At residential structures, the following:

a. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short term operation (less than ten days) of mobile equipment:

	Single-family Residential	**Multifamily Residential**	**Semiresidential/ Commercial**
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

b. Stationary equipment. Maximum noise level for repetitively scheduled and relatively long term operation (periods of ten days or more) of stationary equipment:

	Single-family Residential	**Multifamily Residential**	**Semi-residential /Commercial**
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60dBA	65dBA	70dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	60dBA

(2) At business structures the following: Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short term operation of mobile equipment: Daily, including Sunday and legal holidays, all hours: maximum of 85dBA.

(c) All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

(d) In case of a conflict between this chapter and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control.

(Ord. No. 14(1989), § 2(12.08.440), 6-27-89)

Sec. 8.12.800. Refuse collection vehicles.

(a) Operating or permitting the operation of the compacting mechanism of any motor vehicle which compacts refuse and which creates, during the compacting cycle, a sound level in excess of 86 dBA when measured at 50 feet from any point of the vehicle is prohibited.
(b) Operating or permitting the operation of the compacting mechanism of any motor vehicle which compacts refuse between the hours of 10:00 p.m. and 6:00 a.m. the following day in a residential area or noise-sensitive zone, or within 500 feet thereof is prohibited.
(c) Collecting refuse with a collection vehicle between the hours of 10:00 p.m. and 6:00 a.m. the following day in a residential area or noise-sensitive zone or within 500 feet thereof is prohibited.
(d) In the case of conflict between this division and any other ordinance regulating refuse collection, provisions of any specific ordinance regulating refuse collection shall control.

(Ord. No. 14(1989), § 2(12.08.520), 6-27-89)

Existing Noise Conditions

The existing noise environment in the Project area is influenced by traffic noise on nearby local roads, such as Diamond Bar Boulevard and Grand Avenue, as well as SR 57. Noise associated with the local school (Chaparral Middle School) also contribute to a lesser degree to noise exposure levels within the local area. De Novo conducted ambient noise surveys on November 14 and 15, 2025 for the Project site. Noise level measurements were taken using a Larson Davis Laboratories SoundTrack 821 sound level meter (LD 821). The LD 821 was set up at a height of approximately five feet above the ground and equipped with a windscreen. Four measurements were taken at each of the Project site boundaries. The LD 821s were calibrated before and after use with a Larson Davis Model CAL200 acoustical calibrator to ensure that the measurements would be accurate. The sound level meters were programmed to record noise levels in "slow" mode in A-weighted form. Meteorological conditions during all measurement periods were favorable, with clear skies. The noise level measurements were collected for approximately 24 hours at the southern and eastern boundaries proximate to local roadways. The minimum (L_{min}), average (L_{eq}), and maximum noise levels (L_{max}) are taken at each ambient noise measurement location.

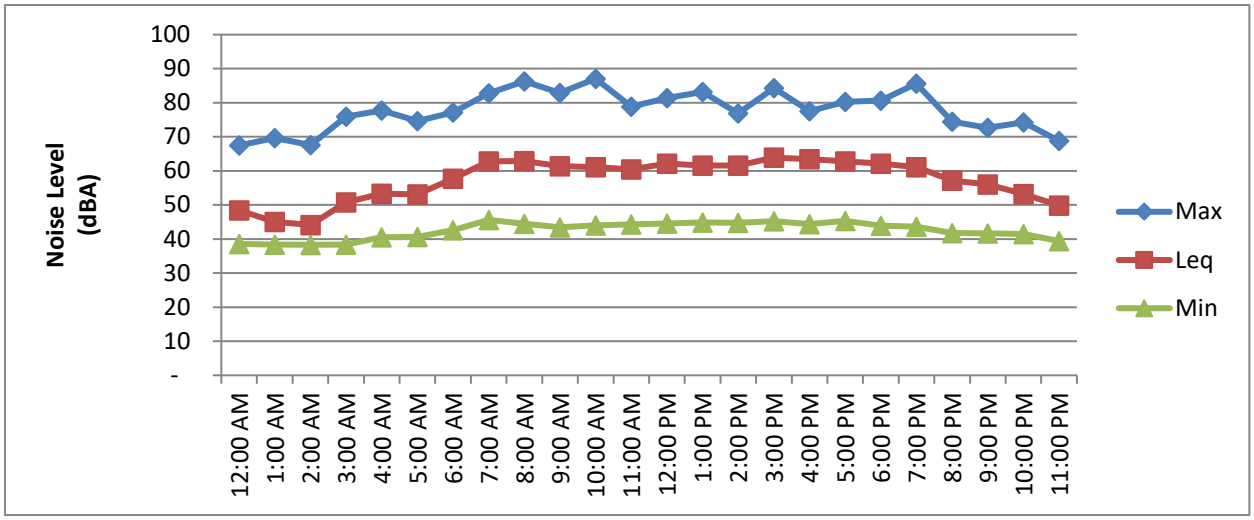
Two short-term noise level measurements were collected for approximately 20 minutes at the western and southern boundaries of the Project site due to the lack of substantial noise sources at these locations. The results of these measurements are shown in Table 15, *Short-Term Noise Measurements*.

Table 4.13-1
Short-Term Noise Measurements

Measurement Location	Minimum (L_{min})	Average (L_{eq})	Maximum (L_{max})
ST1 – Southern Boundary	46	51	60
ST2 – Western Boundary	43	48	62
Source: De Novo Planning Group, 2025.			

Long-term noise measurements (24 hours) were taken at the northern and eastern Project site boundaries due to their proximity to Montefino Avenue and Diamond Bar Boulevard. Figure 15, *24-Hour Noise Levels at Noise Monitoring at Northern Project Site Boundary*, shows the average daytime noise levels at the northern Project site boundary near Montefino Avenue. Measured noise levels range from 44 to 64 dBA L_{eq}. The 24-hour weighted noise level at this location is 62.6 dBA CNEL.

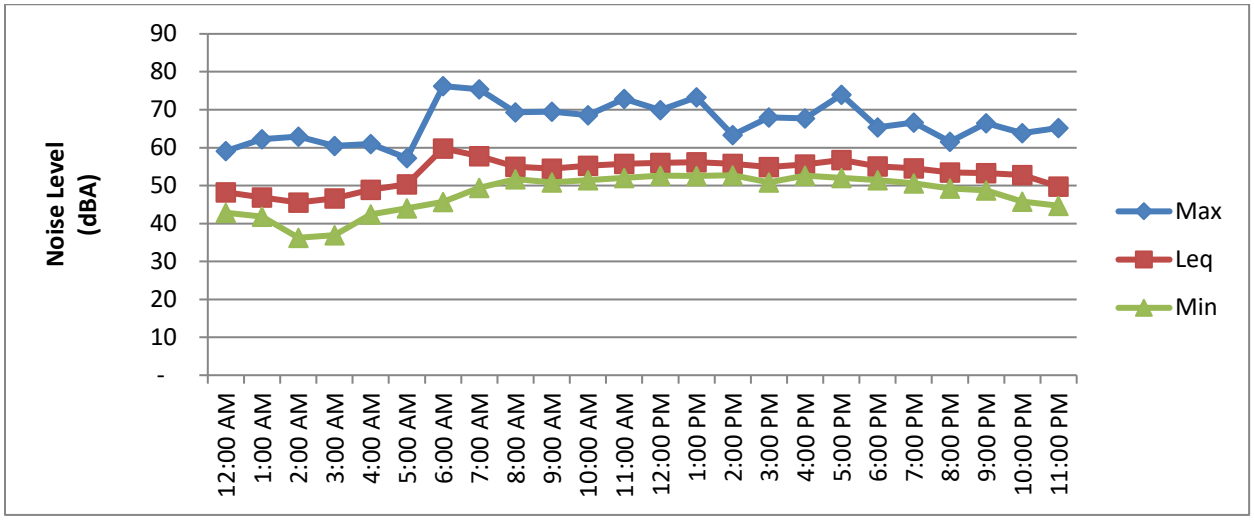
Figure 15
24-Hour Noise Levels at Noise Monitoring at Northern Project Site Boundary



Source: De Novo Planning Group, 2025.

Noise Monitoring Location 2 is located on the eastern property line approximately 225 feet from Diamond Bar Boulevard. Figure 16, *24-Hour Noise Levels at Noise Monitoring at Eastern Project Site Boundary*, shows average daytime noise levels in the study area ranges from 46 to 60 dBA L_{eq}. The 24-hour weighted noise level at this location is 58.4 dBA CNEL. Noise sources are predominantly local traffic which is attenuated at this location by distance and intervening buildings. The measured noise levels are representative of a suburban environmental setting.

Figure 16
24-Hour Noise Levels at Noise Monitoring at Eastern Project Site Boundary



Source: De Novo Planning Group, 2025.

Existing Groundborne Vibration

Based on the operational characteristics of the uses on the site under current conditions, there are no sources of substantial groundborne vibration generated on the Project site or within the local environment.

Airport Noise and Vibration

The nearest airport to the Project site is the Brackett Field Airport which is located approximately 6.5 miles northeast of the Project site. According to the General Plan EIR, the City is not located within the area of influence of any of the nearby airports.

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

Less Than Significant Impact.

Construction-Related Noise Impacts

On-site Construction Activities

The Project's construction phase would generate noise during the approximately two years of demolition, grading, building construction, and other related construction activities. During all construction phases, noise-generating activities would be limited to the hours of 7:00 a.m. and 7:00 p.m. on weekdays. The Project is anticipated to utilize a five-day work week, and work on the weekends and federal holidays would not occur. As a result, noise from the Project's construction activities would be exempt from the DBCC Section 8.12.720.

The degree of construction noise may vary for different areas of the Project site and may also vary depending on the type of construction activities. Noise levels associated with the construction would also vary with the different phases of construction. Project-related construction activities would include demolition, grading, building construction, paving, architectural coating, and landscaping. As construction vehicles perform work across the approximately 3.9-acre Project site, construction noise levels at sensitive receptors would fluctuate depending on these vehicles' distances from receptors. Noise levels would be greater when vehicles are in proximity of sensitive receptors and lower when these vehicles are positioned farther away. Given this fact, noise impacts associated with Project construction activities has been evaluated by modeling the noise levels that would be associated with construction in the approximate center of the site, consistent with Federal Transit Administration (FTA) guidance for generalized construction assessments. Construction noise levels are reported in the Federal Highway Administration's (FHWA) Roadway Construction Noise Model and FTA construction noise data. Typically, the estimated construction noise levels are governed primarily by equipment that produces the highest noise levels.

The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Estimated noise levels attributable to the development of the proposed Project are shown in Table 4.13-2, *Construction Noise Levels at Noise-Sensitive Uses*, and the calculations are included in the Appendix H.

Table 4.13-2
Construction Noise Levels at Noise-Sensitive Uses

Construction Phase	Noise Levels (L_{eq} dBA)			
	Residents to the North of the Project site	Residents to the East of the Project site	Residents to the South of the Project site	Residents to the West of the Project site
	445 feet away	435 feet away	400 feet away	200 feet away
Demolition	61	61	62	68
Grading	60	60	61	67
Building Construction	60	60	61	67
Paving	63	63	64	70
Architectural Coating	52	52	53	59
Maximum Construction Noise	63	63	64	70
Diamond Bar Construction Noise Limits	80	80	80	75
Exceeds Threshold	**No**	**No**	**No**	**No**

Source: FHWA, *Roadway Construction Noise Model*.
Note: Noise levels from construction activities take into account attenuation provided by intervening structures and terrain.
L_{eq} dBA: Average noise energy level; Max: maximum; avg: average; ft: feet

Table 4.13-2 shows the average noise levels of construction noise levels attributable to the Project based on an assessment distance at the center of the site. Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of all Project components. DBCC Section 8.12.720, *Construction Noise*, provides noise limits for construction activities. Noise levels from Project related construction equipment would be less than the City's 80 dBA noise limit for multifamily residential uses and 75 dBA noise limit for single-family residential uses for construction noise. Project construction activities would occur during the least noise-sensitive portions of the day and would comply with the noise limits per DBCC 8.12.720. Consequently, Project-related construction noise would be less than significant.

Off-site Construction Activities

Construction workers and trucks and other construction-related vehicles would access the Project site from roadways in the vicinity over the course of all construction phases. Based on construction activities, the Project's maximum construction trip generation is estimated to be no more than 100 worker and haul-related truck trips per day. Diamond Bar Boulevard has over 30,000 average daily trips based on the General Plan's Existing Conditions Report. This would have a marginal effect of less than one dB on roadside noise levels along Diamond Bar Boulevard and other major thoroughfares that construction trucks would utilize to access the Project site. Typically, a minimum of three dB is necessary for human hearing to discern a change in outdoor noise environments. As a result, the Project's noise impact from off-site construction sources would be less than significant.

Operation-Related Noise Impacts

On-site Operational Noise

On-site operational noise associated with the proposed Project would be from typical residential activities, mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units), and maintenance related activities (e.g., landscaping and refuse trucks). As described further below, the Project would not generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Given the relatively quiet operation of modern HVAC systems and existing ambient noise levels within the proximity of the Project site, the Project's HVAC systems are not anticipated to increase off-site ambient noise levels substantially. Most modern split-system residential HVAC systems generate noise levels below 60 dBA at 10 feet. The closest off-site property line to the proposed Project residences are located at approximately 90 feet away. Noise levels would be reduced by 18 decibels, due to distance attenuation, to a noise exposure level of 42 dBA at the nearest off-site residential uses. Multiple HVAC systems would add marginally to this noise exposure level but would still be less than the 55 dBA noise limit identified in DBCC Section 8.12.810, *Residential air conditioning or refrigeration equipment*. As such, mechanical equipment noise from the Project's HVAC systems would not result in exceedances of the City's noise limits at the nearby residential uses.

The Project would also result in noise produced by landscaping activities, as well as refuse trucks. Landscaping activities would be required to comply with DBCC Section 8.12.380, *Activities exempt from divisions restrictions*, which limits minor maintenance to residential property to between 7 a.m. and 8 p.m. on any day except Sunday, or between the hours of 9 a.m. and 8 p.m. on Sunday. Refuse removal companies would be required to comply with DBCC Section 8.12.800, which limits the noise level and time of occurrence. Compliance with the DBCC and all other applicable regulations would limit noise to the least noise sensitive portions of the day, as required by the City, thereby resulting in less than significant noise impacts.

Off-Site Operational Noise

The Project would also generate noise associated with vehicle trips from the proposed Project. Typically, a three-dBA CNEL increase in roadway noise levels (which is equivalent to the threshold of significance) requires an approximate doubling of traffic volume. Thus, if a project would not double the traffic volume of a roadway, then it would not result in a three-dBA CNEL or greater increase in roadway noise levels. On a typical weekday, the Project is estimated to result in a maximum of 340 average daily trips and 25 a.m. peak hour trips and 27 new p.m. peak hour trips. Diamond Bar Boulevard has over 30,000 average daily trips, based on the General Plan's Existing Conditions Report, and would be used as the primary roadway for the Project site. The Project would not double the traffic volume of Diamond Bar Boulevard. Therefore, the increase in vehicle trips associated with the Project would have minimal noise impacts along Diamond Bar Boulevard. The Project's traffic along these roadways would be below levels correlated with three dBA CNEL noise increases, and actual impacts would be fractions of a decibel. In addition, the Project would generate 340 trips per day, whereas the existing office uses generate 432 trips per day, resulting in 92 less trips that would occur due to the proposed Project. The reduction in trips attributable to the Project would also result in a reduction in traffic noise levels as compared to the existing office uses. Because the Project would not result in a noticeable change in outdoor noise levels, and the Project would result in less traffic noise than the existing office uses, the Project's off-site operational noise sources would be less than significant.

In conclusion, construction and operation of the proposed Project would not generate 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, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

The proposed Project would not generate or expose persons or structures to excessive groundborne vibration from the construction phase. Pile driving, blasting, and vibratory rollers are generally the sources of the most severe vibration during construction. Neither pile driving nor blasting would be used during Project construction. Conventional construction equipment would be used for demolition, grading and building construction activities. Table 4.13-3, *Vibration Levels for Construction Equipment*, summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment.

Table 4.13-3
Vibration Levels for Construction Equipment

Equipment		ppv at 25 ft (in/sec)
Pile driver (impact)	Upper range	1.518
	Typical	0.644
Pile driver (sonic)	Upper range	0.734
	Typical	0.170
Vibratory roller		0.210
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003
ppv: peak particle velocity; ft: feet; in/sec: inches per second.		
Source: Caltrans 2020; FTA 2018.		

To provide a conservative analysis of potential Project-related vibration impacts, vibration levels at buildings were calculated to assume that equipment would be operating adjacent to the property lines of nearby land uses. Table 4.13-4, *Vibration Annoyance Assessment at Nearest Uses*, shows the vibration annoyance analysis from construction-generated vibration activities at the Project site and the Project-related vibration levels relative to residences near the Project site.

For construction activities, the Federal Transit Administration (FTA) guidance (Transit Noise and Vibration Impact Assessment) provides two related screening tools: (1) construction vibration damage criteria, expressed in terms of peak particle velocity (PPV), to avoid cosmetic damage to buildings, and (2)

construction vibration "annoyance" criteria for human response, expressed as vibration velocity level (VdB). The annoyance criteria are receptor-specific and are intended to identify when construction vibration may be perceptible or disturbing at nearby uses, with lower screening values applied to more vibration-sensitive land uses such as residences, hotels, and institutional uses (e.g., schools), and higher screening values applied to less sensitive commercial or industrial uses.

As shown in Table 4.13-4, vibration levels would not exceed the criteria threshold under maximum exposure conditions (i.e., closest to the receptor). Because vibration generated by vibratory rollers would not exceed the FTA's annoyance criteria, impacts for vibration annoyance at the nearest sensitive receptors would be less significant.

Table 4.13-4
Vibration Annoyance Assessment at Nearest Uses

Equipment	Vibration Level (ppv)			
	Nearest Building to the North of the Project Site	Nearest Building to the East of the Project Site	Nearest Building to the South of the Project Site	Nearest Building to the West of the Project Site
	75 feet away	35 feet away	35 feet away	90 feet away
Vibratory Roller/Compactor	0.04	0.13	0.13	0.03
Large bulldozer	0.02	0.05	0.05	0.01
Small bulldozer	0.01	0.05	0.05	0.01
Loaded trucks	0.0006	0.0018	0.0018	0.0004
Maximum	0.04	0.13	0.13	0.03
Annoyance Criteria	0.24	0.24	0.24	0.24
Exceeds Annoyance Criteria?	**No**	**No**	**No**	**No**

Source: FTA (Calculations can be found in Attachment B). Annoyance Criteria based on "Distinctly perceptible" human response to transient vibration (Wiss 1974).
Notes: ppv: Peak Particle Velocity

Building damage may occur related to cosmetic cracks from vibration generated by construction activities. Table 4.13-5, *Building Damage Assessment at Nearest Uses*, shows the PPV levels relative to building damage for sensitive uses from vibration activities.

Table 4.13-5
Building Damage Assessment at Nearest Uses

Equipment	Vibration Levels (ppv)			
	Nearest Building to the North of the Project Site	Nearest Building to the East of the Project Site	Nearest Building to the South of the Project Site	Nearest Building to the West of the Project Site
	75 feet away	35 feet away	35 feet away	90 feet away
Vibratory Roller/Compactor	0.04	0.13	0.13	0.03
Large bulldozer	0.02	0.05	0.05	0.01
Small bulldozer	0.01	0.05	0.05	0.01
Loaded trucks	0.0006	0.0018	0.0018	0.0004
Maximum	0.04	0.13	0.13	0.03
Building Damage Criteria	0.2	0.2	0.2	0.2
Exceeds Building Damage Criteria?	**No**	**No**	**No**	**No**

Source: FTA (Calculations can be found in Attachment B).
Notes: ppv: peak particle velocity; Max: maximum; avg: average; ft: feet

As shown in Table 4.13-5, vibration levels would be below the building damage threshold at the nearest off-site buildings. As such, impacts related to the use of Project-related construction equipment would result in vibration levels that are below the applicable FTA screening thresholds for both human annoyance and potential building damage. Specifically, the maximum predicted construction vibration level at the nearest off-site buildings is 0.13 in/sec PPV (Tables 4.13-4 and 4.13-5), which is below the 0.24 in/sec PPV screening level for a "distinctly perceptible" human response to transient vibration (annoyance) and below the 0.20 in/sec PPV screening level used to avoid cosmetic building damage.

Operation of the Project would not generate substantial groundborne vibration or groundborne noise. The Project would consist of residential uses and would not include industrial equipment, rail operations, loading docks, or other vibration-intensive stationary sources. Operational vibration would primarily be limited to typical passenger vehicle movements within the driveway and private drives, garage door operation, and small-scale residential mechanical equipment (e.g., HVAC condensers), which are common in residential neighborhoods and would not be expected to produce vibration levels approaching the FTA screening thresholds. Therefore, operational vibration and groundborne noise impacts would be less than significant.

In conclusion, the proposed Project's construction-related vibration, operational vibration, and groundborne noise impacts associated with the Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the Project site is the Brackett Field Airport which is located approximately 6.5 miles north of the Project site. According to the General Plan EIR, the City is not located within the area of influence of any of the nearby airports. Accordingly, the Project would not expose people residing or working in the Project area to excessive noise levels in relation to airports. Furthermore, there are no private airstrips within the Project vicinity. Accordingly, the proposed Project would not expose people residing or working in the Project area to excessive noise levels related to airports. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.14 Population and Housing

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

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

Less than Significant Impact. The Project would not induce substantial unplanned population growth directly through new businesses or indirectly through the extension of roads or other backbone infrastructure. The site is fully urbanized and developed with a two-story office building, paved parking, and landscaping, and it is surrounded by existing urban uses. The Project would demolish the office building and construct a residential community of 49 condominium units with private drives and standard utility tie-ins. New on-site sewer laterals would connect to the existing sanitary sewer line in Montefino Avenue, and treated stormwater would discharge to an existing downdrain that ties into the public system, with no off-site drainage capacity expansions proposed. Off-site work would be limited to frontage improvements, such as ADA ramp upgrades and street trees. Therefore, the Project would not open new areas to growth or extend infrastructure in a growth-inducing manner.

Based on the General Plan EIR assumption of 3.097 persons per occupied unit, the proposed 49 units would result in a population increase of approximately 152 new residents. This incremental population increase is minor relative to Diamond Bar's planned growth of approximately 57,853 residents in 2016 to 66,685 residents by 2040; furthermore, this would support the City's planned growth to accommodate its 2021–2029 RHNA allocation of 2,521 units.[25,26] Accordingly, the Project would not induce substantial unplanned population growth. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

[25] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft.*
[26] City of Diamond Bar, August 2022. *Diamond Bar 2021-2029 Housing Element.*

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

No Impact. The Project site contains an office building and associated improvements and does not contain existing residences or residents. Redevelopment with 49 condominium units would not displace people or housing and would not necessitate construction of replacement housing elsewhere. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
1) Fire protection?			X	
2) Police protection?			X	
3) Schools?			X	
4) Parks?			X	
5) Other public facilities?			X	

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

1) Fire protection?

Less Than Significant Impact. Fire protection and emergency medical services are provided by the Los Angeles County Fire Department (LACoFD). There are three LACoFD stations that serve the City of Diamond Bar: Station 119, 20480 Pathfinder Road, in Walnut; Station 120, 1051 Grand Avenue, in Diamond Bar; and Station 121, 346 Armitos Place, in Diamond Bar.[27] These stations follow national response standards of five minutes for first-arriving fire/emergency medical services (EMS) in urban areas and eight minutes for paramedics; the City's average response time cited in the General Plan EIR was about six minutes.[28]

[27] City of Diamond Bar, n.d. *Fire Services*. Available at: https://www.diamondbarca.gov/248/Fire-Services. Accessed November 12, 2025.
[28] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft.*

The Project would add 49 new residences on a currently developed commercial property and would not require extending public roadways or utility trunk lines. Population growth associated with Project implementation is within the City's planned growth and would be served by existing LACoFD facilities and staffing. Based on its location, Station 120 is the nearest station to the Project site, approximately 0.3-mile northwest. No new or expanded fire stations are required to maintain adopted performance objectives, because LACoFD would continue to serve the Project site from existing facilities in the same service area, and the Project's incremental demand (49 homes, approximately 152 residents) would be small relative to the existing service population and would not be expected to measurably affect the City's ability to meet applicable response time objectives identified above (five minutes for first-arriving fire/EMS in urban areas and eight minutes for paramedics, with an average response time of about six minutes cited in the General Plan EIR). In addition, the Project would not modify the surrounding roadway network or emergency access routes; therefore, no additional construction of fire facilities would be required to maintain those performance objectives.

As part of development review, LACoFD will conduct fire plan checks to verify emergency access, hydrant spacing, and fire-flow, and the Project must comply with the California Fire Code (Title 24 CCR, Part 9) and the Los Angeles County Fire Code (Title 32) as adopted by Diamond Bar, and related amendments. The City has adopted the State and County Fire Codes by reference in DBCC Chapter 16.00 and subsequent ordinances. Compliance with existing regulations and LACoFD conditions of approval would ensure the availability of adequate fire protection without construction of new or expanded fire facilities. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The City contracts with the Los Angeles County Sheriff's Department (LASD) for police services.[29] Police service is provided by the Walnut/Diamond Bar Sheriff's Station, 21695 Valley Boulevard, Walnut, located approximately 2.4 miles northwest of the Project site.

The proposed Project would not result in the need for construction of new or physically altered police facilities. Similar to fire protection services, LASD currently provides services to the Project site under existing conditions, and the proposed Project is not anticipated to significantly increase calls for service or alter response times or other performance objectives that would result in the need for new or substantially altered law enforcement facilities because police services are provided to the City on an area-wide basis from the existing Walnut/Diamond Bar Sheriff's Station, and the Project would result in an in incremental increase of population (approximately 152 residents) that is within the growth levels anticipated by the General Plan. The Project would not introduce on-site uses typically associated with elevated calls for service (e.g., late-night commercial uses) and would not modify the public street system in a manner that would impede patrol access or emergency response. Accordingly, the Project would be served by existing LASD facilities and staffing, and no new or physically altered police facilities would be required to maintain current service levels or response objectives.

Mitigation Measures: No mitigation measures are required.

[29] City of Diamond Bar, n.d. *Sheriff Services*. Available at: https://www.diamondbarca.gov/277/Sheriff-Services. Accessed November 12, 2025.

3) Schools?

Less Than Significant Impact. The City is served by the Pomona Unified School District (PUSD) and the Walnut Valley Unified School District (WVUSD), with Grand Avenue functioning as a rough boundary between the two districts, where areas south of Grand Avenue are served by WVUSD.[30] The Project site at 1400 Montefino Avenue is located south of Grand Avenue, which is within the WVUSD service area. As described in Section 4.14(a), development of 49 new residences at the Project site would generate approximately 152 residents. Based on WVUSD's weighted average K-8 student generation factor of 0.3 student per household, as provided in WVUSD's 2020 Developer Fee Study, the Project's estimated 152 residents would generate approximately 46 students.[31] WVUSD's 2020 K-8 student enrollment was 8,841 students, with a capacity of 8,354 students; therefore, WVUSD K-8 capacity was exceeded by 487 students. WVUSD high schools have a surplus capacity of 658 students; as such, 9-12 student generation rates were not included in the WVUSD's 2020 Developer Fee Study. WVUSD plans to provide future students with permanent school facilities, constructed as stand-alone permanent school structures, or permanent additions to existing structures. In addition to classrooms, WVUSD plans to provide additional core facilities, as needed, to accommodate students generated from new development.

Under SB 50, Government Code Section 65995 limits the ability of cities and counties to require conditions of approval relating to school facilities beyond the payment of statutory school impact fees. The General Plan EIR explains that new development in the Planning Area will contribute to school facility funding through such statutory fees, which would fully mitigate potential impacts to schools, as school districts would address facilities needs through their adopted facilities plans and capital improvement programs. Consistent with SB 50, the Project Applicant would be required to pay all applicable WVUSD school impact fees in effect at the time of building permit issuance and provide proof of payment to the City. With payment of statutory school fees, and in light of the Project's small contribution to overall population growth within the framework of General Plan projections, the Project would not result in the need for new or physically altered school facilities that would cause significant environmental impacts. Therefore, impacts to school services would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The General Plan EIR states that the City provides approximately 151.9 acres of parks, resulting in a parkland ratio of about 2.6 acres of public parkland per 1,000 residents, based on the 2016 population of 57,081 persons. Existing City parks include multiple community parks, such as Carlton Peterson Park, Pantera Park, Summitridge Park, and Sycamore Canyon Park, as well as neighborhood and mini-neighborhood parks such as Maple Hill Park, Ronald Reagan Park, Heritage Park, and others. In addition to City parks, Diamond Bar residents have access to hundreds of acres of City-owned open space and the 172-acre County-owned Diamond Bar Golf Course, providing additional recreational opportunities. The City implements its parkland standard through its parkland dedication and in-lieu fee requirements for residential subdivisions, consistent with the Quimby Act.

[30] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft*
[31] Jack Schreder & Associates, Inc., Walnut Valley Unified School District, Level I Developer Fee Study for Walnut Valley Unified School District, May 14, 2020. Available at: https://4.files.edl.io/b61d/06/04/20/195847-01599f08-cfc8-4d56-a3d3-5e75295a4ef8.pdf. Accessed December 2020.

As discussed in Section 4.14(a), the Project's 49 residential units are estimated to house approximately 152 residents. This level of population growth is within the range of growth anticipated in the General Plan. While the addition of new residents would incrementally increase demand for City parks and recreation facilities, the magnitude of that demand would be small relative to the citywide park system and would not, by itself, trigger the need for new or expanded public parks beyond those already planned under the General Plan.

The Project also provides on-site open space amenities that would serve future residents and thereby reduce reliance on off-site public parks for day-to-day recreation needs. As described in Section 2.0, *Project Description*, the Project would include approximately 20,845 square feet of common open space and 17,285 square feet of private open space, for a total of about 38,130 square feet of on-site open space, which is about 22 percent of the site area. As shown in Figure 13 and Figure 14, Common Areas A, B, and C would be accessed by pedestrian walkways and improved with integral color concrete paving, table-and-chairs seating, and pedestal-mounted BBQs in Common Areas A and B (no BBQ in Common Area C) to support passive recreation and neighbor gathering. These on-site features are consistent with General Plan objectives to provide usable common and private open space in new residential neighborhoods.

As a residential subdivision, the Project would be subject to the City's Quimby-based parkland dedication and in-lieu fee requirements as detailed in DBCC Section 21.32.040, *Park land dedications and fees*. The Project Applicant would be required either to dedicate land, pay in-lieu fees, or some combination of both, in accordance with the City's parkland dedication ordinance that implements the 5.0 acres per 1,000 residents parkland standard. Payment of required park fees and provision of substantial on-site open space would ensure that the Project does not result in the need for new or physically altered public park or recreation facilities that could cause significant environmental impacts. Therefore, impacts related to parks and recreation facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. The Los Angeles County Library provides library, cultural resource centers, and bookmobile services to over 3.4 million residents across 3,000 square miles through its 86 libraries, four Cultural Resource Centers, and mobile fleet of 15 vehicles.[32] In addition to the County Library's book collection, the library system also provides magazines, newspapers, government publications and specialized materials including online databases. There is one library located within the City of Diamond Bar, which is the Diamond Bar Library, at 21800 Copley Drive. The forecasted population growth associated with the Project could result in a slight increase in the demand for library services. As part of its Strategic Plan, the County will support the library system by identifying funding opportunities to extend programs and services at all County libraries.[33] Although the Project could increase demand for library services, it would not result in the need for new or physically altered library or other public facilities to

[32] Los Angeles County Library, *About LA County Library*, https://lacountylibrary.org/about-us/, accessed November 10, 2025.

[33] Los Angeles County Library, *Strategic Plan 2024-2028*,, https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf, accessed November 10, 2025.

adequately serve the community, as growth associated with the Project is within the growth projections anticipated by the General Plan. Impacts to library and other public facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.16 Recreation

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

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

Less than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project would provide approximately 38,130 square feet of on-site private and common open space (about 22 percent of the site), including walkways, seating areas, and small passive amenities such as pedestal-mounted barbeques for use by Project residents only. These facilities would be located entirely within the previously graded commercial property and would not require off-site grading or infrastructure that could result in additional physical environmental effects.

Any temporary construction-related effects associated with installation of these on-site recreational amenities (e.g., minor grading, paving, landscaping, and fixture installation) are included in, and would be no greater than, the overall Project construction impact analysis addressed throughout this MND (including, as applicable, Air Quality, Noise, and Geology and Soils). As discussed in Section 4.15, the incremental increase in demand for parks from approximately 152 new residents would be accommodated within the City's existing and planned park system, and the Project Applicant would comply with the City's Quimby-based parkland dedication and/or in-lieu fee requirements. Therefore, the Project would not include or require new or expanded recreational facilities that would have an adverse physical effect on the environment, and potential impacts to recreational facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.17 Transportation

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

This section is based in part on the *Trip Generation and Vehicle Miles Traveled (VMT) Screening Memorandum for the Proposed Single Family Housing Project at 1400 Montefino Ave, Diamond Bar, CA* (Transportation Analysis Memo), prepared by Kimley-Horn and Associates, Inc., dated October 8, 2025, and included in its entirety as Appendix I, Transportation Analysis Memo, and the City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (November 2025).

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

Less Than Significant Impact.

Transit Facilities

Public transit in Diamond Bar is provided primarily by Foothill Transit bus routes, with regional commuter rail service available at the Industry Metrolink Station northwest of the City. Existing transit lines operate along major corridors, such as Diamond Bar Boulevard, Golden Springs Drive, and Temple Avenue, providing connections to surrounding communities.[34] The nearest bus stop is located less than 0.25 mile southeast of the Project site, between Diamond Bar Boulevard and Quail Summit Drive, and is served by Foothill Transit Line 286, which provides service to Pomona, Diamond Bar, and Brea.[35]

[34] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft*
[35] Foothill Transit, n.d. *Pomona Transit Center — Diamond Bar — Brea Mall*. Available at: https://www.foothilltransit.org/line/286. Accessed December 2025.

The Project site at 1400 Montefino Avenue is located on a local street and is not directly served by an on-street transit stop. Residents would continue to access nearby bus and rail services via the surrounding arterial network, consistent with existing conditions. The Project would reconstruct the existing driveway on Montefino Avenue but would not remove, relocate, or otherwise modify any existing transit stops or transit rights-of-way. As a result, the Project would not conflict with adopted plans, ordinances, or policies addressing transit facilities, and impacts to the transit circulation system would be less than significant.

Roadway Facilities

Regional access to the Project site vicinity is provided by SR 60 to the northwest. Local access is provided from Montefino Avenue, which connects to Diamond Bar Boulevard to the east and Grand Avenue to the north, both of which function as higher-order roadways in the City's circulation network. The Project would maintain a single unsignalized driveway on Montefino Avenue at the location of the existing access, reconstructed to meet current City standards. Internally, circulation would be provided by three private drives (Private Drives A, B, and C) that also function as fire lanes, with typical pavement widths of 26 feet, a minimum fire lane width of 20 feet, and a hammerhead turnaround for larger vehicles.

According to the Transportation Analysis Memorandum, the existing 55,221-square-foot office building generates approximately 432 daily vehicle trips, including 68 a.m. peak hour trips and 65 p.m. peak hour trips, based on ITE Trip Generation Manual, 12th Edition, office land use rates. The proposed 49-unit residential Project is estimated to generate approximately 340 daily trips, including 25 a.m. peak hour trips and 27 p.m. peak hour trips. This represents a net reduction of about 92 daily trips, 43 fewer a.m. peak hour trips, and 38 fewer p.m. peak hour trips compared to existing conditions.

The City's Transportation Study Guidelines state that a Transportation Study (TS) that includes Level of Service (LOS) analysis is required when either the AM or PM peak hour trip generation from the proposed development is expected to exceed 100 vehicle trips, and for projects that would add 51 or more trips during either the AM or PM peak hours to any intersection; a traffic study may also be required for smaller projects based on land use and location at the City's discretion.[36] As shown in the Transportation Analysis Memo (Appendix I), the proposed 49-unit residential Project is estimated to generate approximately 25 AM peak hour trips and 27 PM peak hour trips, and would result in a net reduction in peak hour trips compared to the existing office use; therefore, the Project would not be expected to trigger the City's LOS study thresholds. In addition, the Project would replace an existing office use and would result in a net reduction in daily and peak-hour trips compared to existing conditions; therefore, the Project would not be expected to create operational deficiencies on the surrounding street network or conflict with adopted circulation policies. Street frontage improvements along Montefino Avenue, including ADA ramp upgrades, new street trees, and pavement rehabilitation between Colombard Lane and South Diamond Bar Boulevard, would occur within the existing right-of-way and would be constructed in accordance with City standards. These improvements support, rather than conflict with, adopted circulation system policies.

[36] City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment. November 2025. Available at: https://www.diamondbarca.gov/DocumentCenter/View/7786/Transportation-Study-Guidelines---2025?bidId=. Accessed February 2026.

Bicycle Facilities

The General Plan identifies an existing and planned bicycle network consisting of Class I paths, Class II bike lanes, and Class III routes on selected City streets. Bicycle facilities are primarily provided along major corridors such as Diamond Bar Boulevard, Golden Springs Drive, and other arterials and collectors.[37] Montefino Avenue is a local residential street and is not identified for dedicated bikeway facilities in the General Plan's circulation diagram or bicycle network map.

The Project would not modify any striped bike lanes or designated bikeways on nearby arterials, and reconstruction of the driveway on Montefino Avenue would be designed to City standards, including appropriate sight distance and driveway geometry, to avoid creating conflicts with cyclists traveling on local streets. Therefore, the Project would not conflict with any adopted program, plan, ordinance, or policy related to bicycle facilities, and bicycle-related impacts would be less than significant.

Pedestrian Facilities

The Project site is located in a developed suburban context with existing sidewalks along major streets and local walking connections to adjacent residential and commercial areas, as described in the General Plan EIR's discussion of pedestrian facilities Citywide. On site, the Project would construct internal sidewalks and pedestrian walkways connecting the residential buildings, parking areas, and common open space areas to the Montefino Avenue frontage. Along Montefino Avenue, off-site improvements would include ADA ramp upgrades and new frontage landscaping within the existing right-of-way, consistent with City standards. The Project would not remove existing sidewalks or crosswalks, would not create new barriers to pedestrian travel, and would provide new pedestrian connections and ADA-compliant facilities that are compatible with the City's complete streets and circulation policies. As such, the Project would not conflict with a program, plan, ordinance, or policy addressing transit, roadway, bicycle, or pedestrian facilities, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b), establishes VMT as the primary metric for evaluating transportation impacts under CEQA. The Transportation Analysis Memorandum evaluated the Project's VMT screening consistent with the City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (November 2024), and this Initial Study also considers the updated City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (November 2025), which describe the City's current VMT screening approach and VMT significance thresholds.

The City's guidelines identify three screening tools that can be used to determine when a land use project is anticipated to have a less than significant VMT impact: Transit Priority Area screening, Low VMT Area screening, and Project Type screening. Based on the SGVCOG VMT screening tool results summarized in the Transportation Analysis Memorandum, the Project site is not located within a Transit Priority Area

[37] City of Diamond Bar, September 2019. *Diamond Bar EIR 2040 Public Review Draft.*

and is not in a designated low-VMT traffic analysis zone; therefore, it does not qualify for those screening categories.

As documented in the Transportation Analysis Memorandum, the proposed Project would replace an existing 55,221-square-foot office building that generates approximately 432 daily trips with a 49-unit residential development generating approximately 340 daily trips, resulting in a net change of approximately -92 daily trips. This net reduction in daily trips indicates that the Project would reduce vehicle travel demand compared to existing conditions and would not be expected to increase VMT compared to baseline conditions.

The Transportation Analysis Memorandum also summarizes SGVCOG tool results comparing VMT rates for the existing and proposed uses within the same traffic analysis zone. The tool indicates that the home-based work VMT per employee for the existing office use is 37.96, while the home-based VMT per capita for the proposed residential use is 30.63, demonstrating that, on average, the proposed residential use would generate a lower VMT rate than the existing office use at this location.

Based on the Project's net reduction in trip generation relative to existing conditions and the lower VMT rate associated with the proposed residential use compared to the existing office use (as documented in the Transportation Analysis Memorandum), the Project would not increase VMT compared to baseline conditions and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Transportation impacts related to VMT would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project site is a previously graded commercial property developed with a two-story office building, paved parking, and drive aisles, accessed by a single driveway on Montefino Avenue, a local street that connects to Diamond Bar Boulevard and Grand Avenue. Under the Project, the existing driveway would be reconstructed at the same location to meet current City standards. No new public streets, sharp horizontal curves, or unusual intersection configurations (such as skewed intersections or complex multi-leg junctions) are proposed.

Internally, vehicular circulation would be provided by three private drives (Private Drives A, B, and C) that also function as fire lanes, with a typical combined drive and fire lane width of 26 feet and a minimum fire lane width of 20 feet, and a hammerhead turnaround to accommodate emergency and service vehicles. Parking would be accommodated in 98 private two-car garages and 22 uncovered guest spaces distributed along the drives, which reduces the likelihood of vehicles encroaching into travel lanes or blocking intersections in a manner that would create hazardous conditions.

The Project would introduce a new residential community that is compatible with the surrounding residential neighborhoods and nearby commercial uses, and it would not introduce incompatible vehicle types, such as heavy industrial trucks or farm equipment. Surrounding roadway classifications and speed limits would remain unchanged, and the Project would be subject to City engineering review through the development review and building permit processes, which would verify compliance with applicable driveway, sight-distance, and internal circulation standards.

Compliance with the City's standard engineering design criteria and review procedures would ensure that the Project does not substantially increase roadway or intersection hazards due to geometric design features or incompatible uses. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. Regional access to the Project is provided via SR 60, with local access provided from Montefino Avenue, which connects to Diamond Bar Boulevard and Grand Avenue. Emergency vehicles would continue to access the site from Montefino Avenue using the reconstructed driveway, which would be designed to current City standards. Internally, Private Drives A, B, and C would function as fire lanes, with typical 26-foot paved widths and a minimum fire lane width of 20 feet, and a hammerhead turnaround would be provided to allow fire apparatus and other large vehicles to maneuver without backing long distances.

As part of the City's development review and building permit process, detailed improvement plans would be reviewed by City staff and the Los Angeles County Fire Department for consistency with the California Fire Code, the Los Angeles County Fire Code, as adopted by Diamond Bar, in addition to all applicable City standards regarding emergency vehicle access, turning radii, grades, and clearances. The Project does not propose gated access or other physical barriers that would obstruct emergency vehicles, and any future access control features would be subject to City and Los Angeles County Fire Department approval.

Because the Project would reduce daily and peak hour traffic relative to the existing office use, it would not increase congestion that could impede emergency response on surrounding streets. With compliance with State and County Fire Code requirements and City engineering standards, the Project would not result in inadequate emergency access, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.18 Tribal Cultural Resources

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

The analysis in this section is based, in part, on the *Phase I Cultural Resources Technical Report, 1400 Montefino Project, City of Diamond Bar, Los Angeles County, California* (Cultural Resources Report), dated November 2025, prepared by South Environmental, and included as Appendix C, *Cultural Resources Report*.

As discussed above in Section 4.5, *Cultural Resources*, the Cultural Resources Report documents the results of a CHRIS records search for the Project site and a 0.5-mile radius, a NAHC SLF search, review of historical aerial photographs and topographic maps, geotechnical information, and an intensive-level pedestrian survey of the approximately 3.9-acre Project site.

The CHRIS records search was completed through the SCCIC at California State University, Fullerton, and included mapped prehistoric and historic archaeological resources and historic built-environment resources, technical reports, and related archival materials. Six previous cultural resources studies were identified within a 0.5-mile radius of the site, but no previously recorded cultural resources of any kind were identified within the Project site or the surrounding 0.5-mile records-search radius. The SLF search requested from the NAHC returned negative results, and the City of Diamond Bar separately conducted

government-to-government tribal consultation pursuant to AB 52 and SB 18. An intensive pedestrian survey of the entire Project site identified no archaeological resources, and, given that previous grading for the existing development extended to depths of approximately 5.5 to 15.5 feet with artificial fill, the Cultural Resources Report concludes it is unlikely that intact buried cultural resources remain within the Project site. Furthermore, according to the General Plan Resource Conservation Element, there are no registered historic resources in the City, including the Project site.

The NAHC and the City of Diamond Bar identified Native American individuals or tribal organizations that may have knowledge of tribal cultural resources within or near the Project site. On November 7, 2025, the City of Diamond Bar conducted outreach to the following Native American tribal organizations and respective representatives to engage in consultation, in accordance with AB 52:

- Andrew Salas, Chairperson – Gabrieleño Band of Mission Indians – Kizh Nation
- Christine Swindall Martinez, Secretary – Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson – Gabrieleño Tongva San Gabriel Band of Mission Indians
- Joseph Ontiveros, Tribal Historic Preservation Officer – Soboba Band of Luiseño Indians
- Jessica Valdez, Cultural Resource Specialist – Soboba Band of Luiseño Indians

On November 21, 2025, the Gabrieleño Band of Mission Indians – Kizh Nation requested formal consultation in writing and within the required timeframe, in accordance with AB 52. Correspondence conducted pursuant to AB 52 is included as Appendix J, *AB 52 Correspondence*.

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

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

Less Than Significant Impact with Mitigation Incorporated. The Project area is located in Gabrieleño/Tongva cultural territory, which encompassed the greater Los Angeles Basin and the Channel Islands. The Gabrielino/Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. As part of the Cultural Resources Report, a review of ethnographic maps covering the Project site were reviewed, including representations of the approximate locations of Native American villages and other features. Although the ethnographic maps do not indicate the presence of any ethnographic village sites within the immediate vicinity of the Project site, there were sites located within the City of Walnut, west of the Project site near the southern bank of San Jose Creek, and in the City of La Puente, west of the Project site on the northern side of San Jose Creek. Based on historic aerial photographs, between 1928 and the 1950s, the entire Project site was used for agricultural purposes, and the area adjacent to the Project site remained undeveloped until 1972.

No cultural resources were identified within the Project site through the CHRIS records search, background research, or NAHC SLF search. Accordingly, the Project site is not listed in, or eligible for listing in, the CRHR and is not included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). While the environmental setting indicates inherent moderate archaeological potential, the documented disturbance history and absence of recorded cultural resources within the immediate Project vicinity support a determination of low sensitivity for buried archaeological deposits.

The shallow depth of documented fill materials suggests that any near-surface archaeological deposits would likely have been disturbed by historical land use activities. The cultural resources records search found no records related to resources within the Project site, and the Project site is not considered sensitive for cultural resources.

Nevertheless, there is the potential for accidental discovery of buried resources during ground-disturbing activities. The Project would be required to comply with City of Diamond Bar General Plan Resource Conservation Cultural and Historic Resources Policies, including Policy RC-P-42, *Archaeological Resources*, which provides procedures for the management of archaeological materials on-site during development projects. Policy RC-P-43 seeks to preserve discovered archaeological resources in place to maintain the relationship between the artifacts and their archaeological context, where feasible. Policy RC-P-44 provides that preservation can be achieved through measures such as avoidance and other protections.

Should ground disturbing activities during Project construction encounter undiscovered buried resources, incorporation of Mitigation Measures CUL-1, which identifies procedures for the unanticipated discovery of archaeological resources if it occurs during the Project's ground disturbing activities. Should ground disturbing activities during Project construction inadvertently encounter buried human remains, incorporation of Mitigation Measure CUL-2, which provides procedures related to the treatment of the unanticipated discovery of human remains, ensures that the Project's potential impacts to buried remains would be reduced to levels that are less than significant. Through compliance with the General Plan Resource Conservation policies and implementation of Mitigation Measures CUL-1 and CUL-2, the Project's potential impacts to historical resources, as defined by Public Resources Code section 5020.1(k), would be reduced to levels that are less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

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

Less Than Significant Impact with Mitigation Incorporated. AB 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. Under AB 52 the lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

As part of the AB 52 process, letters were sent by the City of Diamond Bar inviting tribes to consult on the Project, as described above. On November 21, 2025, the Kizh Nation requested consultation and engaged in correspondence with the City.

Consultation Record and Timeline

Recent CEQA case law interpreting AB 52 emphasizes that lead agencies should clearly document consultation notices, discussions, follow ups, and the outcome of consultation in the administrative record. Consistent with that direction, the City's consultation record for the Project is summarized below:

- November 7, 2025: The City mailed AB 52 and SB 18 notices of consultation opportunity to tribes identified by the NAHC as potentially traditionally and culturally affiliated with the Project area, including the Gabrieleño Band of Mission Indians – Kizh Nation, the Gabrieleño Tongva San Gabriel Band of Mission Indians, and the Soboba Band of Luiseño Indians.

- November 21, 2025: The Gabrieleño Band of Mission Indians – Kizh Nation requested consultation and engaged in correspondence with the City.

- January 12, 2026: A consultation meeting that had been tentatively scheduled for the following day was cancelled at the Tribe's request. The Tribe requested that consultation proceed via email in order to avoid delays and indicated that it would provide substantial evidence, maps, and requested mitigation measures. The City agreed to proceed with consultation via email.

- January 23, 2026: The City provided a written follow up requesting the Tribe's supporting documentation for the Project, and the Tribe responded that materials would be provided by the following week.

- February 4, 2026: The City provided an additional written follow up, and the Tribe responded that it was continuing to compile information.

- February 10, 2026: The Tribe provided substantial evidence materials and requested tribal cultural resources mitigation measures for the Project, including measures addressing Native American monitoring and the treatment of unanticipated discoveries. The City incorporated the Tribe's requested mitigation measures into this IS/MND and the Mitigation Monitoring and Reporting Program.

Consultation Outcome

On February 19, 2026, consultation was completed pursuant to AB 52, and the City considered the Tribe's information and recommendations in evaluating the Project's potential to affect tribal cultural resources. Although no tribal cultural resources are known to be present on the Project site based on the records search, background research, and pedestrian survey described in this section, ground-disturbing activities could expose previously unidentified tribal cultural resources because the Project area is within the Tribe's traditional and cultural territory. The Tribe provided substantial evidence materials and requested mitigation measures addressing Native American monitoring and procedures for unanticipated discoveries, and the City incorporated the Tribe's requested mitigation measures verbatim into this IS/MND and the Mitigation Monitoring and Reporting Program.

Additionally, in the unlikely event that tribal cultural resources are found, the resources would require proper treatment in accordance with applicable laws, including Public Resources Code sections 5097.9 and 5097.98, Health and Safety Code section 7050.5, and State CEQA Guidelines Section 15064.5. Consistent with Public Resources Code section 21082.3(c) and CEQA Guidelines section 15120(d), any confidential tribal cultural resources information provided during consultation would be maintained in a confidential manner and would not be disclosed in the public IS/MND. With implementation of Mitigation

Measures TCR-1 through TCR-3, the Project's potential impacts related to tribal cultural resources would be reduced to a less than significant level.

Mitigation Measures:

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated

grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resources Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

4.19 Utilities and Service Systems

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

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

Less Than Significant Impact.

Water

The Project would be served by WVWD via existing pipelines in Montefino Avenue. New on-site water infrastructure would include six-inch domestic water and eight-inch fire water pipes that would connect to the existing system within the public right-of-way. As described in the Project Description, water service would be provided by WVWD and routed from the frontage in Montefino Avenue to on-site systems that serve the residences. These are distribution connections to existing infrastructure, not new treatment facilities. These standard service connections and on-site mains would not require construction of new or expanded off-site water facilities that could cause significant environmental effects.

As described in Response 4.19(b), WVWD's Urban Water Management Plan indicates that sufficient water supplies are available to serve existing and planned development, and the Project's incremental demand would be accommodated within WVWD's existing and projected supplies; therefore, the Project would not induce the need for new or expanded off-site water production, treatment, storage, or conveyance facilities. Refer to Response 4.19(b) regarding water supply.

Wastewater and Wastewater Treatment

Wastewater service would be provided by Los Angeles County Sanitation Districts (District No. 21). New on-site eight-inch sewer lines within the Project's internal Streets A, B, and C would connect to existing public sewer facilities in Montefino Avenue. The Project does not propose new or expanded regional wastewater treatment facilities. Trenching for lateral connections would occur within or adjacent to existing paved corridors and would not result in significant environmental effects.

As described in Response 4.19(c), wastewater generated by the Project would be conveyed through the existing sewer collection system to existing regional treatment facilities operated by the Sanitation Districts, and the Project's incremental flow would be accommodated within the provider's planned service and treatment capacity; therefore, the Project would not induce the need to construct or expand off-site conveyance or wastewater treatment facilities that could cause significant environmental effects. Refer to Response 4.19(c), regarding wastewater treatment.

Stormwater Drainage

The Project site is currently developed with a two-story office building, paved parking, and drive aisles on a graded pad with existing on-site storm drains that connect to a public downdrain in Montefino Avenue. Under the Project, stormwater would continue to flow across the developed pad to an on-site stormwater detention and treatment system sized to capture approximately 14,860 cubic feet of runoff before discharge through a 12-inch pipe to the existing downdrain and public drainage system.

Refer to Section 4.10, *Hydrology and Water Quality*, regarding further discussion on drainage patterns and the Project's hydrology and drainage conditions.

Electricity, Natural Gas, and Telecommunications

The Project site is within an existing electric service territory and is fronted by underground distribution along Montefino Avenue. The Project would connect to existing underground electric and natural gas infrastructure through standard service laterals and on-site distribution to serve typical residential uses. Telecommunications service is available from existing providers. Utility work would consist of standard service connections to existing distribution systems and would not require construction of new or expanded off-site utility facilities that could cause significant environmental effects.

Potential short term construction effects associated with the installation of the Project's on site and off site utility and infrastructure improvements, including trenching, grading, and pavement restoration within or adjacent to Montefino Avenue, are evaluated in the applicable resource sections of this IS/MND, such as Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, and Noise, which conclude that these activities would not result in significant environmental impacts beyond those identified in those sections.

Potential environmental impacts related to the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project site is within the WVWD service area. WVWD has issued a will-serve letter for 1400 Montefino Avenue confirming its readiness to provide water service subject to standard conditions (plan submittal, fees, and compliance with WVWD rules and regulations). Project-specific utility modeling estimates that Project operation would use approximately 2.1 million gallons of water per year (or about 6.5 acre-feet per year), including indoor and outdoor demand; refer to Appendix A.

This estimate represents the gross demand of the proposed residential use and does not subtract the existing water demand associated with the current on-site office building, which also uses potable water for indoor and outdoor needs. As a result, the analysis is conservative, and the net increase in water demand on WVWD supplies following removal of the existing office use would be lower than 6.5 acre-feet per year.

WVWD's 2020 UWMP projects total retail water demands of about 17,684 to 18,529 acre-feet per year between 2025 and 2045 and shows that planned supplies meet or exceed these demands under normal, single-dry, and multiple-dry-year conditions. The Project's water demand would therefore account for less than 0.05 percent of WVWD's total projected retail demand and would be fully accommodated within the water supplies identified in the UWMP. Because the analysis is based on gross Project demand without crediting the existing office use, actual net demand on WVWD's system would be even smaller than this fraction.

The UWMP also includes a Water Shortage Contingency Plan and the required normal-year, single-dry-year, and multiple-dry-year supply and demand comparisons used to demonstrate reliability over the planning horizon. These elements satisfy California Water Code requirements and address how WVWD meets demands during varying hydrologic conditions.

In addition, Diamond Bar's Water Efficient Landscape Ordinance (DBCC Chapter 8.14) and the City's Water Conservation Ordinance and Guidelines require water-efficient landscaping and irrigation for new development, which will further limit outdoor potable water use. This ensures use of water-efficient plant palettes, irrigation controls, and related measures that lower potable water use for new development. The Project's landscape and irrigation concept already commits to smart controllers, moisture and flow sensors, and a low-water-use plant palette, consistent with DBCC Chapter 8.14. Based on the will-serve letter, the UWMP's supply-reliability analysis, the conservative use of gross Project demand without subtracting existing office water use, and mandatory City conservation measures, sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts related to water supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Wastewater service in the Project area is provided by the Los Angeles County Sanitation Districts. Existing public sewer mains are located within Montefino Avenue along the site frontage, and the Project would construct new on-site eight-inch lines within the private streets that tie into the existing public system. No new regional conveyance or treatment facilities are proposed. Based on the Project's modeled indoor water use (approximately 1.8 million gallons per year), operation of the 49 residences is estimated to generate about 5,000 gallons per day of wastewater, which would be conveyed through the City's collection system to Los Angeles County Sanitation District's regional treatment facilities. This estimate represents the gross wastewater flow from the proposed residential use and does not subtract the existing wastewater generation associated with the current on-site office building, which also discharges to the regional system. As a result, the capacity evaluation is conservative, and the net increase in wastewater flows to the Los Angeles County Sanitation Districts' facilities following removal of the office use would be lower than 5,000 gallons per day.

Los Angeles County Sanitation District's Hyperion Water Treatment Facility has a daily treatment capacity of 450 million gallons per day, with an average daily flow of approximately 275 million gallons per day. It has a maximum peak wet weather flow of 800 million gallons per day. Considering the Project's conservative estimate of 5,000 gallons per day of wastewater generated, as compared to Hyperion Water Treatment Facility's daily treatment capacity of 450 million gallons per day, Project generated wastewater would conservatively result in 0.001 percent of daily treatment capacity at Hyperion Water Treatment Facility.

Diamond Bar's Sewer System Management Plan (SSMP) explains that the City's sanitary sewer collection system serves a population of approximately 55,500 residents and consists of an extensive network of gravity sewer lines and pump stations, and City sewers discharge to Los Angeles County Sanitation District facilities for conveyance, treatment, and disposal.[38] The SSMP further notes that the Director of Public Works/City Engineer, with support from Los Angeles County Public Works, reviews sewer plans for proposed development to ensure they are properly designed with sufficient capacity for current and future base, peak, and wet-weather flows and that any impact of a proposed project on the existing system is mitigated prior to approval.

In light of the capacity of the existing wastewater collection and treatment system and the relatively small quantities wastewater flow from the Project, and recognizing that the analysis is based on gross Project flows without crediting the existing office use, the wastewater provider would have adequate capacity to serve the Project in addition to existing commitments without expanding off-site treatment facilities. As described in the City's SSMP, the sanitary sewer system is operated and maintained to convey existing and future base, peak, and wet-weather flows, and proposed development is subject to plan review by the Director of Public Works/City Engineer (with support from Los Angeles County Public Works) to verify that proposed sewer facilities are properly designed and that adequate capacity exists in the downstream collection system. Consistent with this process, the Project would be required to submit sewer improvement plans and obtain approval to connect to the existing public sewer main in Montefino

[38] City of Diamond Bar, 2019. *Sewer System Master Plan*. Available at: https://www.diamondbarca.gov/505/Sewer-System-Management-Plan. Accessed December 2025.

Avenue. If the City's review identifies any localized constraints in the immediate vicinity, the Project would be required to construct standard, project-level improvements (such as on-site line design adjustments or connection-related appurtenances) as a condition of approval, and these measures would ensure the Project does not cause capacity exceedances in the local collection system. The Project's estimated gross wastewater generation of approximately 5,000 gallons per day (approximately 0.005 mgd) is small for a residential development. Furthermore, this estimate does not account for removal of the existing office building that currently discharges to the same regional system, so the net increase in wastewater flows would be less than the stated gross amount. Accordingly, the wastewater provider would be able to serve the Project's projected demand within existing commitments and planned service capacity, and the Project would not require construction or expansion of off-site regional conveyance or wastewater treatment facilities.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Construction of the Project would occur in phases that include demolition of the existing office building, grading and infrastructure installation, and vertical buildout of 49 condominium units and associated private drives and improvements. These activities would generate typical construction and demolition debris for a small infill residential project and would be subject to State and local requirements for construction waste diversion and recycling. Operationally, solid waste generation from 49 attached and detached condominium units would be consistent with a medium-density residential neighborhood and would be accommodated by the City's existing collection and disposal system. Based on the Project's air quality and GHG modeling, operation of the 49 residences is estimated to generate approximately 36.2 tons of solid waste per year, which is a negligible volume relative to the remaining regional landfill capacities described below; refer to Appendix A. This estimate reflects the gross solid waste generation from the proposed residential use and does not subtract the solid waste currently generated by the existing office building on the site, which would cease once the Project is implemented. Therefore, the capacity analysis is conservative, and the Project's net increase in annual solid waste disposal would be lower than 36.2 tons per year.

According to the General Plan EIR, the City's solid waste is collected under exclusive franchise agreements and transported to regional Class III landfills, including El Sobrante Landfill and Olinda Alpha Landfill. The General Plan EIR relies on the Los Angeles Countywide Integrated Waste Management Plan, which concludes that Countywide permitted Class III landfill capacity is expected to remain adequate through at least 2032, with remaining capacity exceeding projected cumulative disposal needs. At the programmatic level, the General Plan EIR found that buildout of the General Plan would not generate solid waste in excess of the capacity of local infrastructure or impair attainment of solid waste reduction goals. El Sobrante Landfill was calculated to have a remaining capacity of 121,083,583 cubic yards as of May 1, 2023, with a cease operation date of January 1, 2051.[39] Olinda Alpha Landfill was calculated to have a remaining capacity of 17,500,000 cubic yards as of October 1, 2020, with a cease operated date of

[39] CalRecycle, SWIS Facility/Site Activity Details, *El Sobrante Landfill,* 2025b. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID-2402. Accessed November 2025.

December 31, 2036.[40] The Project's estimated annual disposal of about 36.2 tons of solid waste would represent less than 0.001 percent of the combined remaining permitted capacities at El Sobrante and Olinda Alpha landfills and would not cause either facility to approach its permitted capacity or the disposal volumes assumed in the General Plan EIR.

In Diamond Bar, refuse, recycling, and organics collection are provided through City franchise haulers; under the current 10-year franchise agreements effective September 1, 2025, Valley Vista Services, Inc., provides residential curbside service, and Waste Management, Inc., serves commercial accounts.[41] The General Plan EIR further notes that the City's waste haulers and programs support compliance with State diversion mandates such as AB 939, AB 341, and SB 1383 through recycling and organics programs and franchise performance standards.

The Project's incremental construction and operational solid waste generation would be small compared with citywide growth already evaluated in the General Plan EIR and would be served by the same collection and disposal system relied upon in that program-level analysis. Because the analysis relies on gross Project solid waste generation and does not take credit for elimination of the existing office solid waste stream, the conclusion that landfill capacity is sufficient is conservative. With compliance with applicable State and local requirements for construction and demolition debris diversion, participation in the City's established trash, recycling, and organics collection programs, and continued implementation of County and City solid waste planning, the Project would not generate solid waste in excess of State or local standards, exceed the capacity of local infrastructure, or impair attainment of solid waste reduction goals. Therefore, impacts related to the generation of solid waste would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Development in the City of Diamond Bar is required to comply with federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act (AB 939), mandatory commercial and multi-family recycling requirements under AB 341, and organics diversion targets under SB 1383. The General Plan EIR concludes that implementation of the General Plan would comply with these statutes and regulations, in part because the City's franchise agreements with its waste haulers incorporate diversion performance standards and because City programs expand recycling, composting, and waste reduction opportunities for residents and businesses. The General Plan EIR determined that compliance with these regulations, along with General Plan policies related to solid waste, would ensure that buildout of the General Plan would result in less than significant impacts with respect to solid waste management and reduction statutes.

The Project would participate in this existing regulatory and service framework by using the City's exclusive franchise haulers for collection of trash, recyclables, and organics and by complying with applicable State and local requirements for construction and demolition debris diversion, including the

[40] CalRecycle, SWIS Facility/Site Activity Details, *Olinda Alpha Landfill*, 2025c. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2757?siteID=2093. Accessed November 2025.
[41] City of Diamond Bar, n.d. *Refuse and Recycling Collection Services*. Available at: https://www.diamondbarca.gov/516/Refuse-and-Recycling-Collection-Services. Accessed November 10, 2025.

California Green Building Standards Code. The proposed 49-unit attached and detached condominium community does not include any industrial uses or unique operations that would prevent compliance with the City's solid waste and recycling programs or conflict with State diversion mandates. In addition, this analysis evaluates compliance based on the gross solid waste generation of the proposed residential use without relying on any offset from removal of the existing office use, which reinforces the conservative nature of the conclusion that the Project will comply with applicable solid waste statutes and regulations. Therefore, the Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.20 Wildfire

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed above, the Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, and the area surrounding the Project site is urbanized and developed with office, residential, and commercial uses. According to the CAL FIRE Fire Hazard Severity Zone Map, the Project site is not located within a VHFHSZ, nor is the site within or near a SRA.[42] The Project would be required to comply with all State, County, and City requirements for fire prevention and safety measures, including site access. Therefore, there would be no impact related to impairment an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures: No mitigation measures are required.

[42] California Department of Forestry and Fire Protection (CalFire), *FHSZ Viewer*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed October 17, 2025.

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

No Impact. As discussed above, the Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, and the area surrounding the Project site is urbanized and developed with office, residential, and commercial uses. Furthermore, according to the CAL FIRE Fire Hazard Severity Zone Map, the Project site is not located within a VHFHSZ, nor is the site within or near a SRA. In addition, the Project site and its characteristics would not exacerbate wildfire risks, and there are no Project occupants that could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Therefore, there would be no impact in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As discussed above, the Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, and the area surrounding the Project site is urbanized and developed with office, residential, and commercial uses. Furthermore, according to the CAL FIRE Fire Hazard Severity Zone Map, the Project site is not located within a VHFHSZ, nor is the site within or near a SRA. In addition, due to its characteristics, the Project would not require the installation or maintenance of associated infrastructure that could exacerbate fire risk or result environmental impacts. Therefore, there would be no impact in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.9(g). The proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Furthermore, the Project is not located with a VHFHSZ or within or near a SRA; therefore, there would be no impact.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

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

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

Less Than Significant Impact with Mitigation Incorporated. As discussed throughout this IS/MND, the Project site is currently developed with a two-story commercial office building, asphalt-paved drives and parking, and associated landscaping, within an urbanized setting surrounded by residential neighborhoods and commercial uses. The Project would demolish the existing commercial improvements and construct 49 condominium units in a mix of detached and attached three-story buildings with internal private drives, common open space, and enhanced perimeter and streetscape landscaping. Project implementation would not introduce new land uses or infrastructure that have the potential to substantially degrade the quality of the environment or result in significant environmental impacts that cannot be reduced to a less than significant level through compliance with applicable regulations and implementation of the mitigation measures identified in this IS/MND.

As summarized in Section 4.4, *Biological Resources*, the Project site supports Developed/Ornamental Landscaped land cover within an urbanized setting and does not contain native plant communities, riparian habitat, sensitive natural communities, or jurisdictional waters or wetlands. With implementation of Mitigation Measure BIO-1, which requires pre-construction nesting bird surveys and avoidance of active nests during the nesting season, potential impacts to nesting birds protected under state and federal law would be reduced to less than significant levels. The Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Biological impacts would be less than significant with mitigation incorporated.

As discussed in Section 4.5, Cultural Resources, the Cultural Resources Report concluded that no historical resources or archaeological resources were identified within the Project site and that the potential for intact buried archaeological deposits is low due to extensive previous grading and placement of artificial fill. With implementation of Mitigation Measures CUL-1 and CUL-2, which establish procedures for treatment of unanticipated archaeological discoveries and human remains during construction, the Project would not eliminate important examples of the major periods of California history or prehistory. Section 4.18, Tribal Cultural Resources, similarly concludes that, with implementation of Mitigation Measures TCR-1 through TCR-3, the Project is not anticipated to result in impacts to known tribal cultural resources.

Accordingly, with compliance with the established regulatory framework and implementation of mitigation measures identified in this IS/MND, including but not limited to BIO-1, CUL-1, and CUL-2, and TCR-1 through TCR-3, the Project would not substantially degrade the quality of the environment, adversely affect fish or wildlife populations or sensitive biological communities, or eliminate important examples of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures: Refer to Mitigation Measure BIO-1, CUL-1, and CUL-2, and TCR-1 through TCR-3.

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

Less Than Significant Impact. Construction of the Project would result in short term environmental impacts associated with demolition, grading, building construction, and installation of infrastructure, including temporary increases in emissions, construction noise, traffic from haul and worker trips, and construction waste generation. These short term effects would be subject to existing federal, State, and local regulations and ordinances, including requirements related to air quality, noise, hazardous materials management, stormwater quality, and solid waste reduction and recycling, and would be further reduced through implementation of the mitigation measures identified in this IS/MND where applicable.

In the long term, the Project would replace an existing office use with a for sale residential community at a density consistent with the City's long range planning framework and would not introduce uses that are inherently incompatible with surrounding development or environmental conditions. As demonstrated in the topical analyses in Section 4.0 of this IS/MND, the Project would not result in long term environmental impacts that would remain significant after implementation of applicable regulations and mitigation

measures. Accordingly, the Project would not achieve short term environmental goals to the disadvantage of long term environmental goals. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. The Initial Study evaluated potential direct and indirect effects on people from topics such as Air Quality, Greenhouse Gas Emissions, Noise and Vibration, Traffic and Circulation (including emergency access), Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, and Wildfire. With implementation of the mitigation measures identified in this IS/MND and compliance with applicable codes and regulatory requirements, the analysis concludes that construction-related effects such as temporary dust, equipment emissions, construction noise, and construction-related safety hazards would be short-term and would not exceed applicable thresholds at nearby sensitive receptors. In addition, operational effects would be typical of a residential development and would not introduce land uses or activities that would substantially increase exposure of people to hazardous materials, excessive noise, or other hazards. Where the Initial Study identified potential impacts (e.g., unanticipated discovery of cultural resources or human remains, and other construction-related effects), mitigation measures and standard City conditions of approval would reduce those impacts to less than significant levels. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced below the level of significance with implementation of mitigation measures and/or standard conditions imposed by the City. The Project would not cause any substantial adverse effect on human beings, either directly or indirectly, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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