

**DIAMOND BAR TOWN CENTER SPECIFIC PLAN  
MITIGATION MONITORING AND REPORTING PROGRAM**

**SCH No. 2018051066**

**PREPARED FOR:**

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

**PREPARED BY:**

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# 1. INTRODUCTION

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This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the California Environmental Quality Act (CEQA) Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the State CEQA Guidelines.

As stated in State CEQA Guidelines Section 15097(c), “monitoring” refers to the ongoing or periodic process of the project oversight provided by the “Monitoring Agency.” “Reporting” refers to written compliance review that will be presented to the decision-making body or authorized staff person. A report can be required at various stages throughout the project implementation or upon completion of the mitigation measure.

The City of Diamond Bar is the Lead Agency for the Diamond Bar Town Center Specific Plan Alternative 3 (hereafter, Alternative 3) and, therefore, is responsible for administering and implementing the MMRP.

## 2. PROJECT DESCRIPTION

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### Planning Horizon

The planning horizon is the period of time for which Alternative 3 looks ahead in order to comprehensively plan for the City's next major phase of growth, change, and development. Alternative 3 establishes a horizon year of 2040, consistent with the City of Diamond Bar General Plan 2040 (General Plan 2040).<sup>1</sup>

### Alternative 3: High Density, No Road Diet

Alternative 3 would involve the phased redevelopment of approximately 45 acres of existing suburban-style retail shopping centers. Currently, the Planning Area has 510,000 square feet of existing commercial space comprised of retail, dining, and medical office, as well as 97 hotel rooms. Alternative 3 includes objective design standards that would apply a unified design vision to all future development to create a "sense of place."

### Development Buildout

Alternative 3 would result in up to 2,055 housing units (increase of 705 units); 200 hotel rooms (increase of 103 rooms); 40,000 square feet of public open space (increase of 40,000 square feet); and 446,000 square feet of commercial space (decrease of 64,000 square feet), including retail, dining, and entertainment uses (Table 2-1, *Alternative 3 Maximum Buildout*). The proposed increase in density is consistent with the major conclusions of the Urban Land Institute – Los Angeles (ULI-LA) Technical Assistance Panel (TAP) report, which states that "The TAP's vision for the Diamond Bar Town Center includes higher residential densities than currently allowed in the Vision 2040 General Plan."<sup>2</sup> Alternative 3 would also include supporting infrastructure through the adoption of Alternative 3 and associated entitlements.

To ensure a conservative approach, the analysis assumes maximum buildout of new housing units, new commercial development, and related uses (Table 2-1). Actual buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and entitlement processes from federal, state, and local regulations. Actual buildout of Alternative 3 would involve the development of new driveways and privately owned accessways between development within the Planning Area in addition to the development associated with housing, hotels, and commercial space. New development would be required to conform to the Objective Design Standards and Guidelines of the Specific Plan. Based on the density of development, the Diamond Bar Town Center Specific Plan Supplemental Environmental Impact Report (SIR) assumes that maximum buildout of Alternative 3 would involve construction of three- to six-story-high buildings within the Planning Area.<sup>3</sup>

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<sup>1</sup> City of Diamond Bar. 2019. Diamond Bar General Plan 2040. <https://www.diamondbarca.gov/961/General-Plan-2040>

<sup>2</sup> Urban Land Institute. April 2021. Diamond Bar Town Center Technical Assistance Panel Report. <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> (accessed October 29, 2024).

<sup>3</sup> City of Diamond Bar. 2026. Diamond Bar Town Center Specific Plan: Final Supplemental Environmental Impact Report. State Clearinghouse No. 2018051066. Prepared by Sapphos Environmental, Inc.

**TABLE 2-1  
Alternative 3 Maximum Buildout**

	<b>General Plan 2040 Existing Conditions (2023)</b>	<b>High Density, No Road Diet</b>
Housing units	0	2,055
Hotel	97 rooms	200 rooms
Retail/commercial	510,000 SF	446,000 SF
Open space	0 SF	40,000 SF
Road diet	No	No
Number of Diamond Bar Blvd traffic lanes	6 lanes (within Planning Area) & landscaped median	6 lanes
Travel lane width	11–14.5 feet	11–14.5 feet
Turn pocket width	8.5–15 feet	8.5–15 feet
Bicycle lanes on Diamond Bar Blvd	Yes (Class II/on street)	Yes (Class II/on street)
Street parking on Diamond Bar Blvd	Not allowed	Not allowed
Sidewalk width on Diamond Bar Blvd	8–15 feet	8–15 feet
Bicycle lanes on Golden Springs Dr	Yes (Class II)	Yes (Class II)
Bicycle lanes on Grand Avenue	No	No
Bicycle lanes on Prospectors Road	No	No
Bicycle lanes on Sunset Crossing Road	No	No
<p><b>Source:</b> Transportation Study (Appendix F to Supplemental Environmental Impact Report). City of Diamond Bar. December 2019. Diamond Bar General Plan 2040. <a href="https://www.diamondbarca.gov/961/General-Plan-2040">https://www.diamondbarca.gov/961/General-Plan-2040</a></p> <p><b>Note:</b> Class II Bicycle Lanes: on-street bicycle lanes that are not protected from vehicular traffic, demarcated by paint and signage. The width of a typical sidewalk for a major arterial street through a commercial zone is 12–15 feet or more. The General Plan 2040 proposes Class IV and Class III bicycle facilities within the Planning Area.</p>		

As indicated in Section 6.5 of the Specific Plan, structures would be up to 45 to 75 feet high depending on building type (see Table 2-2, *Alternative 3 Maximum Building Heights by Building Type*). Additionally, for height averaging, up to 30 percent of the building footprint area may be one story (10 feet) taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story (10 feet) shorter than the maximum allowed height.

**TABLE 2-2  
Alternative 3 Maximum Building Heights by Building Type**

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

**Alternative 3 Development Standards**

Alternative 3 contains numerous development standards that would avoid and/or reduce environmental impacts. These design standards are described in detail in the Specific Plan in Appendix G (Town Center Specific Plan) to the Draft SIR, with a selection presented in Table 2-3, *Alternative 3 Design Standards*.

**TABLE 2-3  
Alternative 3 Design Standards**

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

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

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

**Construction Scenario**

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

Although future development that would occur under Alternative 3 would be subject to market conditions and various factors, the analyses throughout the Supplemental Environmental Impact Report (SIR) assume the maximum buildout that could occur with Alternative 3 implementation. Individual development projects that could occur under Alternative 3 would be subject to the applicable provisions of CEQA and would require additional survey, design, and engineering work to support design development and ultimately project construction, operation, and maintenance.

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

The exact locations of future projects and construction that would occur under Alternative 3 are not known at this time, although it is assumed that some of the activities would take place in close proximity to sensitive receptors, such as homes and schools. The severity of impacts due to construction (such as air quality or noise) would ultimately depend on project-specific information, such as the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of equipment used, and the duration of the activity. While these details are not available at this time, it is assumed that future projects would comply with all applicable federal, state, regional, and local regulations and standards.

### ***Construction Schedule***

While phasing of individual projects cannot be determined, construction impacts were analyzed based on the assumption that construction could begin as early as summer 2025, and continue through 2041, consistent with the planning horizon and assumptions of the General Plan 2040. Construction is forecast based on the expectation that a maximum of 12.5 percent of the total new development under Alternative 3 could be developed in any year (i.e., an even annual rate of development over 15-16 years would result in 6.25 percent of Alternative 3 being built per year; therefore, conservatively, this analysis assumes a maximum of twice that much development per year or 12.5 percent of Alternative 3's maximum buildout).

### ***Construction Activities***

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

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

## **Construction Equipment**

The following types of construction equipment could potentially be used in the construction of individual projects under Alternative 3:

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

This list of typical construction equipment was used to evaluate Alternative 3's potential construction impacts.

## **Construction Requirements**

Site preparation and construction for individual projects would be undertaken in accordance with all federal, state, and local applicable building codes. Development within the City, including the Planning Area, is required to comply with Chapter 22.28, *Noise Control*, of the Diamond Bar City Code. Daily construction activities would be undertaken Monday through Saturday, between 7:00 a.m. and 7:00 p.m. No work shall be conducted on Sundays or any recognized federal, state, or local holidays.<sup>4</sup>

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

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

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<sup>4</sup> City of Diamond Bar. N.d. Chapter 22.28 – Noise Control. Diamond Bar City Code. [https://library.municode.com/ca/diamond\\_bar/codes/code\\_of\\_ordinances?nodeId=CICO\\_TIT22DECO\\_ARTIIISIPLGE\\_DEST\\_CH22.28NOCO](https://library.municode.com/ca/diamond_bar/codes/code_of_ordinances?nodeId=CICO_TIT22DECO_ARTIIISIPLGE_DEST_CH22.28NOCO)

### 3 MMRP

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The SIR was prepared to address the potential environmental impacts of Alternative 3. The evaluation of the Alternative 3's impacts in the SIR takes into consideration the mitigation measures (MMs) that were incorporated into the SIR to avoid or reduce potentially significant environmental impacts. This MMRP is designed to monitor implementation of the MMs identified for Alternative 3 (Table 3-1, *Mitigation Monitoring and Reporting Program*).

**TABLE 3-1  
Mitigation Monitoring and Reporting Program**

Mitigation Measure (MM)	Monitoring Phase	Enforcement Agency	Monitoring Agency	Verification		
				Initials	Date	Remarks
<p><b>3.1 Air Quality</b></p> <p><u>Certified General Plan EIR Mitigation Measure</u></p> <p><b>MM-AQ-1: Construction Features.</b> Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following measures shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.<sup>5</sup></p> <ul style="list-style-type: none"> <li>• Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent.</li> <li>• Require a minimum of 50 percent of construction debris to be diverted for recycling.</li> <li>• Require building materials contain a minimum 10 percent recycled content.</li> <li>• Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.</li> </ul>	Prior to issuance of construction permit.	City of Diamond Bar	City of Diamond Bar Community Development Department			
<p><u>Certified General Plan EIR Mitigation Measure</u></p> <p><b>MM-AQ-2: Future Development.</b> Future development would be required to demonstrate consistency with SCAQMD's operational thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project</p> <ul style="list-style-type: none"> <li>• Develop a project specific Transportation Demand Management (TDM) program for residents and/or employees that provides opportunities for carpool/vanpools.</li> <li>• Provide onsite solar/renewable energy in excess of regulatory requirements.</li> <li>• Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.</li> <li>• Require dripless irrigation sensor units that prevent watering during rainstorms.</li> </ul>	Prior to discretionary project approval.	City of Diamond Bar	Construction contractor  City of Diamond Bar Community Development Department			

<sup>5</sup> City of Diamond Bar. 2019. Diamond Bar Comprehensive General Plan Update and Climate Action Plan Draft Environmental Impact Report. <https://ceqanet.opr.ca.gov/2018051066/2>

**TABLE 3-1  
Mitigation Monitoring and Reporting Program**

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<p><u>Alternative 3 Additional Mitigation Measure</u></p> <p><b>MM-AQ-3:</b> The SCAG Mitigation Monitoring and Reporting Program (MMRP) for the final Connect SoCal PEIR provides guidance for lead agencies in the consideration of project-level mitigation measures to reduce substantial adverse effects related to a violation of air quality standards, in accordance with sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines. The City shall consider implementation of the following measures to reduce impacts, including (but not limited to):<sup>6</sup></p> <ul style="list-style-type: none"> <li>• Suspend grading and earthmoving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes;</li> <li>• Cover trucks when hauling dirt;</li> <li>• Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet Tier 4 Final engine certification, the project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies.</li> </ul>	<p>Measures identified prior to issuance of construction permit.</p> <p>Measures monitored from the initiation of grading through construction completion</p>	City of Diamond Bar	City of Diamond Bar Community Development Department			
<p><u>Alternative 3 Additional Mitigation Measure</u></p> <p><b>MM-AQ-4:</b> Per the CAPCOA Handbook,<sup>7</sup> the City shall implement the following measure to reduce construction emissions further for the refined project:</p> <ul style="list-style-type: none"> <li>• <b>C-3:</b> Use Local Construction Contractors</li> </ul>	Prior to the release of grading and construction permits	City of Diamond Bar	City of Diamond Bar Community Development Department			
<p><u>Alternative 3 Additional Mitigation Measure</u></p> <p><b>MM-AQ-5:</b> Per the CAPCOA Handbook,<sup>8</sup> the City shall implement the following measures to reduce operation emissions further for the refined project, including (but not limited to):</p> <ul style="list-style-type: none"> <li>• <b>E-2:</b> Require Energy Efficient Appliances</li> <li>• <b>E-12-A:</b> Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences</li> <li>• <b>E-12-B:</b> Install Electric Space Heater in Place of Natural Gas Heaters in Residences</li> <li>• <b>E-13:</b> Install Electric Ranges in Place of Gas Ranges</li> <li>• <b>E-15:</b> Require All-Electric Development</li> <li>• <b>T-23:</b> Community-Based Travel Planning</li> <li>• <b>AS-1:</b> Use Low-VOC Cleaning Supplies</li> <li>• <b>AS-2:</b> Use Low-VOC Paints</li> <li>• <b>LL-1:</b> Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment</li> </ul>	Prior to City Approval of Plans and Specifications	City of Diamond Bar	City of Diamond Bar Community Development Department			

<sup>6</sup> Southern California Association of Governments. May 2020. MMRP for the Connect SoCal Final PEIR. [https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a\\_connectsocial\\_peir.pdf#:~:text=It%20is%20the%20intent%20of%20this%20program%20to%3A,and%20%287%29%20utilize%20existing%20review%20processes%20wherever%20feasible.](https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocial_peir.pdf#:~:text=It%20is%20the%20intent%20of%20this%20program%20to%3A,and%20%287%29%20utilize%20existing%20review%20processes%20wherever%20feasible.)

<sup>7</sup> California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. [https://calemod.com/documents/handbook/full\\_handbook.pdf](https://calemod.com/documents/handbook/full_handbook.pdf)

<sup>8</sup> California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. [https://calemod.com/documents/handbook/full\\_handbook.pdf](https://calemod.com/documents/handbook/full_handbook.pdf)

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<p>Alternative 3 <u>Additional Mitigation Measure</u></p> <p><b>MM-AQ-6:</b> The CAPCOA Handbook<sup>9</sup> also offers qualitative or supporting measures. The refined project's Mobile and Area emissions are the two most prominent sources of operational Air Quality emissions based on the best available data. The City shall consider implementation of the following supporting measures to reduce transportation emissions further for the refined project, including (but not limited to):</p> <ul style="list-style-type: none"> <li>• <b>T-30:</b> Using cleaner-fueled vehicles.</li> <li>• <b>T-18:</b> Provide Pedestrian Network Improvement.</li> <li>• <b>T-13:</b> Implement Employee Parking Cash-Out.</li> <li>• <b>T-21-A:</b> Implement Conventional Carshare Program.</li> </ul>	Prior to City approval of Project Plans and Specifications	City of Diamond Bar	City of Diamond Bar Community Development Department			
<p>Alternative 3 <u>Additional Mitigation Measure</u></p> <p><b>MM-AQ-7:</b> The City shall consider implementation of the following CAPCOA Handbook supporting measure to reduce Area emissions:</p> <ul style="list-style-type: none"> <li>• <b>LL-2:</b> Implement a yard equipment exchange program, which would require the refined project to participate in an established yard equipment exchange program, supplement an established program, or implement a new program.</li> </ul>	Prior to issuance of Certificate of Occupancy	City of Diamond Bar	City of Diamond Bar Community Development Department			
<p>Alternative 3 <u>Additional Mitigation Measure</u></p> <p><b>MM-TRANS-1: TDM Program.</b> The refined project shall incorporate design features and transportation demand management (TDM) measures known to reduce baseline and cumulative project-generated VMT as much as feasible. These features and measures, originally described in the Transportation Study for the Diamond Bar Town Center Specific Plan project, comprise the project's TDM Program. The TDM Program conforms to VMT mitigation guidelines found in City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020).</p> <p>Some components of the TDM Program consist of physical features of the refined project's design which shall be implemented over the duration of buildout of the refined project. Others which have an operational component will be implemented as early as feasible based on the land use mix and infrastructure as the project is built over time. The City shall designate a TDM Coordinator to oversee implementation and ensure continued operation of the VMT reduction strategies. The TDM Coordinator shall also produce annual monitoring reports describing the TDM strategies implemented under the TDM Program and the effectiveness of the program. The reports shall be submitted to the City for review to ensure that the mitigation obligations described in the TDM Program Plan are fulfilled. The TDM Coordinator position — which may be part-time or full-time as deemed necessary — shall eventually be funded through fees paid by the developers for common area maintenance and management.</p> <p>Each feature and measure is described in detail below, along with its implementation schedule, measure of effectiveness, and monitoring and reporting requirement:</p>	<p>Prior to issuance of Certificate of Occupancy.</p> <p>Monitoring shall be conducted via annual reports submitted to the city by the Transportation Demand Management (TDM) Coordinator.</p>	The City of Diamond Bar, who shall review annual reports to ensure appropriate responses to approved measures are practiced.	The City of Diamond Bar's Transportation Demand Management (TDM) Coordinator. Funding for this role to be fulfilled through fees paid by the developers for common area maintenance and management.			

<sup>9</sup> California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. [https://calemod.com/documents/handbook/full\\_handbook.pdf](https://calemod.com/documents/handbook/full_handbook.pdf)

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<ul style="list-style-type: none"> <li>• <u>Increased Bicycle Access:</u> Through the Road Diet and the City’s Complete Streets project (being undertaken separately from the refined project), the refined project shall incorporate Class IV protected bicycle lanes on Diamond Bar Boulevard between Gentle Springs Lane / Palomino Drive and Golden Springs Drive to upgrade the existing Class II bicycle lanes. This improvement from unprotected to protected bicycle lanes reduces stress for bicyclists and, therefore, encourages bicycles as a mode choice. These bicycle lanes would be implemented as part of the Road Diet, which would dictate its timing. Aside from ensuring it is included in the Road Diet, there is no further monitoring or reporting requirement for this measure.</li> <li>• <u>Bike Facilities:</u> The TDM Program shall include secure bicycle parking for residents and employees per City requirements. Each application for development under the Diamond Bar Town Center Specific Plan will be required to demonstrate that it provides bicycle parking in accordance with City requirements. The annual monitoring report would summarize how many bicycle parking spaces have been installed within the Planning Area.</li> <li>• <u>First-Mile / Last-Mile Space:</u> The TDM Program shall dedicate space in a central location for first mile / last-mile solutions such as bike share, scooter share, or a future mode to serve medium-distance trips to larger transit hubs, such as the City of Industry Metrolink Station, located approximately 3.3 miles away. This space, which may be located in a parking structure, a building, or outside, will be set aside and constructed prior to receiving certificate of occupancy for 50% of allowed development (measured in square feet) under the Diamond Bar Town Center Specific Plan. Further, the TDM Coordinator will work with one or more service providers to populate the space with first-mile / last-mile solutions made available to the public. Prior to construction of this space, the annual monitoring report will track the amount of development that has occurred under the Diamond Bar Town Center Specific Plan to ensure the space is provided on schedule. Following its construction, the annual monitoring report will identify the services provided, pricing, and the level of utilization on a monthly basis over the prior year. Based on the Transportation Study, there is no target level of utilization for these services. However, the TDM Coordinator should periodically review the costs and benefits of the program compared with the level of utilization and, if necessary, identify alternative types of services that may be provided within this space to more effectively reduce VMT.</li> <li>• <u>Improved Pedestrian Network:</u> This TDM Program includes the development of new connections within the Planning Area and connecting to other areas. The refined project would improve pedestrian connectivity within the Planning Area, such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade differential. It would improve pedestrian connectivity to the surrounding areas, including by providing a connection to Prospectors Road and the residential neighborhood it serves. These features enhance walkability and accessibility. These pedestrian network connections are fundamental to the design guidelines incorporated into the Diamond Bar Town Center Specific Plan and will be implemented gradually throughout the duration of buildout. There is no further monitoring or reporting requirement for this measure.</li> <li>• <u>Car Sharing Program or Rideshare Subsidies:</u> The TDM Program shall either provide parking spaces and subsidies for car sharing services such as ZipCar, Car2Go, GetAround, etc. or the TDM Coordinator may develop agreements with one or more rideshare companies (e.g., Uber or Lyft) to provide subsidized rides for eligible residents and employees to or from the Planning Area. Such programs allow residents to forego car ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit are not reasonable options. If the car sharing service option is selected, spaces shall be set aside</li> </ul>						

**TABLE 3-1  
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<p>upon construction of any parking structure in the Planning Area and the TDM Coordinator will work with a service provider to provide a car sharing solution with at least two vehicles. The efficacy of the program shall be measured by the number of uses per month per vehicle. If the vehicles are used an average of two or more times per day, the TDM Coordinator should consider adding to the fleet. If the vehicles are used fewer than one time per day on average, the TDM Coordinator should consider additional marketing or reducing the fleet. If a rideshare agreement is made in lieu of a car sharing service, it shall be implemented prior to receiving a certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan and would be open to all residents and employees within the Planning Area. The program should target participation on a monthly basis by at least 5% of households and 1% of employees. If participation is below these levels, the TDM Coordinator should consider additional marketing or increasing subsidies. The annual monitoring report will include a summary of the services offered and prices (or subsidy amounts) and a summary of utilization on a monthly basis, including the number of unique users.</p> <ul style="list-style-type: none"> <li>• <u>Commuter Trip Reduction Marketing &amp; Education:</u> The TDM Program shall implement a marketing campaign for project employees and visitors encouraging the use of transit, shared rides, and active modes to reduce VMT. The TDM Program would target this campaign at employees, residents, and visitors to the Planning Area. This campaign would be implemented following certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan. The annual monitoring reports shall include a copy of all marketing and educational materials and a summary of any outreach efforts from the prior year.</li> <li>• <u>Employee Parking Cash-out:</u> The TDM Program shall charge employers for employee parking and employers will be required to reimburse employees for the cost of parking if they don't park a car at work. This provides a direct monetary benefit to the employee for choosing alternative travel modes and has been shown to reduce VMT. Paid employee parking cannot begin until parking areas are converted to controlled access which will not occur until one or more parking structures are completed. Therefore, employee parking cash-out shall begin upon commencement of paid employee parking. The efficacy of the employee parking cash-out program should be measured as the ratio of the number of employees taking advantage of the cash-out program to the number of leased spaces by employers. The program should target a 2% participation rate in accordance with the level of employee VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the participation rate as well as information on parking pricing. If the target participation rate is not met, corrective measures should be implemented by the TDM Coordinator, such as enhanced marketing of the program or raising the price of parking.</li> <li>• <u>Unbundled Residential Parking:</u> The TDM Program shall require parking to be leased to residents separately from their residential unit leases. This makes the cost of automobile storage transparent to residents, provides a direct monetary benefit to living without owning a vehicle, and reduces VMT by encouraging alternate modes of transportation. To ensure effectiveness, the TDM Program shall require pairing with the implementation of a residential parking permit program in nearby residential neighborhoods to avoid shifting project resident parking into those neighborhoods. Unbundled residential parking will be incorporated into any and all residential development under the Diamond Bar Town Center Specific Plan. The efficacy of the unbundled residential parking program should be measured as the ratio of the number of leased residential spaces compared to the parking requirement associated with the residential units, as calculated based on the City Code of Ordinances, Section 22.30.040 accounting for the specific unit mix.</li> </ul>						

**TABLE 3-1  
Mitigation Monitoring and Reporting Program**

Mitigation Measure (MM)	Monitoring Phase	Enforcement Agency	Monitoring Agency	Verification		
				Initials	Date	Remarks
<p>The target ratio should be 95% or lower (i.e., 5% lower lease rate than required parking ratio) in accordance with the level of residential VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the residential parking ratio as well as information on parking pricing. If the target ratio is not met, residential parking pricing should be increased and marketing and education efforts to residents regarding alternative modes of transportation should be increased.</p> <p>The ultimate goal of the TDM Program is to reduce VMT in the most effective manner possible, which may require periodic re-evaluation of the measures described above. The TDM Coordinator shall use the information compiled in the annual reports to evaluate the effectiveness of the operational measures and assess when a change is warranted. Any change to the TDM Program must be reviewed and approved by City staff through a determination that it will provide equivalent or greater VMT reduction than the measure(s) being replaced.</p>						