

DIAMOND BAR TOWN CENTER SPECIFIC PLAN

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

STATE CLEARINGHOUSE NO. 2018051066

PREPARED FOR:

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

PREPARED BY:

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

FEBRUARY 25, 2026

TABLE OF CONTENTS

SECTION	PAGE
I	Introduction and Background..... I-1
I.1	Certification..... I-1
I.2	Project Location I-2
I.3	Project Goals and Objectives I-2
I.4	Staff-Recommended Project: Alternative 3 (High Density, No Road Diet) I-3
I.5	CEQA Review Process..... I-6
II	Potential Environmental Effects That Are Less than SignificantII-1
II.1	Aesthetics II-1
II.2	Air Quality II-2
II.3	Greenhouse Gas Emissions II-5
II.4	Hydrology and Water Quality II-5
II.5	Noise II-6
II.6	Public Services II-7
II.7	Recreation II-10
II.8	Utilities and Service Systems II-11
III	Potential Environmental Effects That Can Be Mitigated to a Level of InsignificanceIII-1
IV	Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to Below the Level of Significance..... IV-1
IV.1	Air Quality IV-1
IV.2	Transportation..... IV-6
V	Findings Regarding Recommended Project and Alternatives Not Recommended for Adoption V-1
V.1	Range of Reasonable Alternatives..... V-2
V.2	Comparative Analysis of Alternatives V-3
V.3	Environmentally Superior Alternative V-14
VI	Findings Regarding Mitigation Monitoring and Reporting Program VI-1
VII	Finding Regarding Location and Custodian of Documents VII-1
VIII	Finding Regarding Independent Judgment VIII-1
IX	State CEQA Guidelines Sections 15091, 15092, and 15093 Findings IX-1
IX.1	State CEQA Guidelines Section 15091 Findings IX-1
IX.2	State CEQA Guidelines Section 15092 Findings IX-3
IX.3	State CEQA Guidelines Section 15093 Findings IX-3

X CEQA Guidelines Section 15093 Findings: Statement of Overriding Considerations... X-1

XI References XI-1

I INTRODUCTION AND BACKGROUND

I.1 Certification

Findings of Fact and Statement of Overriding Considerations Regarding the Diamond Bar Town Center Specific Plan Final Supplemental Environmental Impact Report (State Clearinghouse Number No. 2018051066)

As required pursuant to Section 15090 of the State of California Environmental Quality Act (CEQA) Guidelines, the City of Diamond Bar (City) certifies that the Supplemental Environmental Impact Report (SIR) for the Diamond Bar Town Center Specific Plan (State Clearinghouse No. 2018051066) has been completed in compliance with CEQA. The Diamond Bar Town Center Specific Plan SIR supplements both the certified Diamond Bar Comprehensive General Plan Update and Climate Action Plan Draft Environmental Impact Report (certified in 2019) (Certified General Plan EIR) that was prepared for the Diamond Bar General Plan 2040 (adopted in 2019) (General Plan 2040) as refined by the Addendum EIR prepared for the General Plan 2040 (certified in 2022) for the 2021-2029 Housing Element Update, and Land Use and Economic Development Updates (adopted in 2022).^{1,2,3} These are available for review at the project website, A Downtown for Diamond Bar:

<https://www.downtown4db.com/environmental-review>.

The Final SIR was presented to the City Planning Commission and City Council. The Planning Commission provided its recommendations to the City Council for review and consideration. The City is the Lead Agency pursuant to CEQA, and the City Council is the decision-making body who acts on behalf of the City. The City Council has reviewed and considered the information contained in the Final SIR prior to approving the project.

- The Final SIR is comprised of Volume I: Draft SIR, dated August 2025; Volume II: Technical Appendices to the Draft SIR, dated August 2025; and Volume III: Final SIR, dated January 2026.
- This document is available for review by the public starting January 2026 at: <https://www.downtown4db.com/environmental-review>

The Final SIR reflects the City Council's independent judgment and analysis.

As required by Section 15092 of the State CEQA Guidelines, the City Council has:

- Eliminated or substantially lessened all significant effects on the environment where feasible as demonstrated in the Section 15091 Findings.
- Determined that any remaining significant effect on the environment found to be unavoidable pursuant to the Section 15091 Findings are acceptable due to overriding concerns as described in Section 15093.

¹ 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>

² City of Diamond Bar. 2019. Diamond Bar General Plan 2040. <https://www.diamondbarca.gov/961/General-Plan-2040>

³ City of Diamond Bar. 2022. Diamond Bar General Plan 2040 Housing Element Update 2021-2029.

As required by Section 15093 of the State CEQA Guidelines, the City Council's approval of the project, which will result in the occurrence of significant impacts that are identified in the Final SIR that are not avoided or substantially lessened to a less than significant level, include a written statement of overriding considerations stating the specific reasons to support its actions based on the Final SIR and other information in the administrative record for the Final SIR.

I.2 Project Location

The Planning Area is approximately 45 acres, less than 0.5 percent of the land area within the City limits, bounded on the north by the Pomona Freeway (State Route [SR] 60), on the east by a neighborhood of single-family homes, on the south by Lorbeer Middle School and Mount Calvary Lutheran Church and School, and on the west by the Fall Creek private condominium community. The Planning Area is composed of 35 individual parcels with 23 unique property owners within a suburban-style commercial district (see Section 2.1, *Regional Location and Project Boundaries*, in the Draft SIR). The Planning Area is centered around Diamond Bar Boulevard, a six-lane thoroughfare with painted bike lanes, that bisects the Town Center and extends over 1,800 feet. It is bounded on the south by Golden Springs Drive for approximately 1,600 feet and on the north by the SR-60 Freeway. Access to the Town Center is provided by both SR-60 and SR-57. Traveling on SR-60, access to the Town Center can be attained by Diamond Bar Boulevard (Exit 26).

I.3 Project Goals and Objectives

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

1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to “foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar’s residents to shop, dine, and gather.”
2. Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.
3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.
4. Allow for car-lite / car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated thus furthering progress to the City’s climate action goals.
5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.
6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar’s commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar’s Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.
7. Provide flexibility for the future — particularly for retail and commercial space — so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

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

I.4 Staff Recommended Project: Alternative 3: High Density, No Road Diet

Alternative 3, the High Density, No Road Diet Alternative, is intended to implement the General Plan 2040 by supporting its vision and development policies that guide the physical growth of the Planning Area. The Specific Plan details development standards, infrastructure requirements, and implementation measures for the Town Center. Alternative 3 establishes a horizon year of 2040, consistent with the General Plan 2040. The Specific Plan proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 46 dwelling units per acre (du/ac) in the Planning Area, as well 200 hotel rooms, 40,000 square feet (sf) of public open space, 446,000 sf of redeveloped commercial space, and supporting infrastructure (Table I.4-1, *Comparison of Certified General Plan EIR to Recommended Project: Alternative 3, High Density, No Road Diet*). The six lanes of Diamond Bar Boulevard are retained within the Planning Area, with 11-foot wide lane widths, and 10-foot-wide turn pockets (Table I.4-1). Alternative 3 does not accommodate parking on Diamond Bar Boulevard (Table I.4-1). The existing 8-foot-wide sidewalks adjacent to Diamond Bar Boulevard are retained. Alternative 3 includes Class IV bicycle lanes on Golden Springs Drive, Grand Avenue, and Prospectors Road and a Class III bicycle lane on Sunset Crossing Road (Table I.4-1). Alternative 3 achieves the basic objectives of the Specific Plan. Alternative 3 is compatible with the City's adopted "Complete Streets" Project. Alternative 3 retains all three existing traffic lanes in each direction on Diamond Bar Boulevard.

**TABLE I.4-1
COMPARISON OF CERTIFIED GENERAL PLAN EIR TO RECOMMENDED PROJECT:
ALTERNATIVE 3, HIGH DENSITY, NO ROAD DIET**

	General Plan 2040 Existing Conditions (2023)	No-Project Alternative (Housing Element Update)	Alternative 3	Proposed Change
Housing units	0	1,350	2,055	+2,055 units
Hotel	97 rooms	97 rooms	200 rooms	+103 rooms
Retail/commercial	510,000 sf	510,000 SF	446,000 sf	-64,000 sf
Open space	0 sf	0 SF	40,000 sf	+40,000 sf
Road diet	No	No	No	No change
Number of Diamond Bar Blvd traffic lanes	6 lanes (within Planning Area) & landscaped median	6 lanes	6 lanes	No change
Travel lane width ¹	11–14.5 feet	11 feet	11 feet	0–3.5 feet
Turn pocket width ¹	8.5–15 feet	10 feet	10 feet	-5 feet – +1.5 feet
Bicycle lanes on Diamond Bar Blvd	Yes (Class II/on street) ¹	Yes (Class IV)	Yes	No change
Street parking on Diamond Bar Blvd	Not allowed	Not allowed	Not allowed	No change
Sidewalk width on Diamond Bar Blvd	8–15 feet ²	8–15 feet	8–15 feet	No change
Bicycle lanes on Golden Springs Dr	Yes (Class II)	Yes (Class IV)	Yes (Class II) ^{2,3,4}	On-street bike lanes to Protected bike lanes ^{12,4}
Bicycle lanes on Grand Avenue	No	Yes (Class IV)	Yes (Class IV) ^{2,3,4}	No bike lanes to Protected bike lanes ^{12,4}
Bicycle lanes on Prospectors Road	No	Yes (Class IV)	Yes (Class IV) ^{2,3,4}	No bike lanes to Protected bike lanes ^{12,4}
Bicycle lanes on Sunset Crossing Road	No	Yes (Class III)	Yes (Class III) ^{2,3,4}	No bike lanes to Shared bike lanes ^{12,4}

Source: Transportation Study (Appendix F to SIR).

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

Note: sf = square feet.

¹ Turn Lane width and turn pocket width are based on the width with the Complete Streets Project in place for the approved General Plan 2024 and proposed Alternative 3.

² Alternative 3 is able to accommodate the Bicycle Lane improvements contemplated by the Complete Streets Project: lass II Bicycle Lanes: on-street bicycle lanes that are not protected from vehicular traffic, demarcated by paint and signage. Class III Bicycle Lanes: bicycle routes that are shared with vehicles, typically on low-volume, low-speed streets. Class IV Bicycle Lanes: protected bicycle lanes/bikeways that are physically separated from vehicle traffic and are exclusively for bicycle use.

³ Alternative 3 is able to accommodate the Bicycle Lane improvements contemplated by the Complete Streets Project: The width of a typical sidewalk for a major arterial street through a commercial zone is 12-15 feet or more.

⁴ Alternative 3 is able to accommodate the Bicycle Lane improvements contemplated by the Complete Streets Project: The General Plan proposes Class IV and Class III bicycle facilities within the Planning Area.

Development Buildout

When compared to the No-Project Alternative (adopted General Plan 2040, as most recently updated by the 2019 Housing Element Update) Alternative 3 includes up to 2,055 housing units (increase of 755 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 (see SIR Section 4.4, *Description of Alternatives*, and Table 4.4-1, *Comparison of Key Characteristics for Refined Project and Alternatives*). 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,⁴ 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.”⁵ Alternative 3 also includes supporting infrastructure through the adoption of Alternative 3 and associated entitlements.

To ensure a conservative approach, the analysis in the SIR assumed maximum buildout of new housing units, new commercial development, and related uses. Actual buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and entitlement processes under 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, in order to present a worst-case scenario throughout the analysis in the SIR. Based on the density of development, the SIR assumes that maximum buildout of Alternative 3 would involve construction of three- to six-story-high buildings within the Planning Area. New development would be required to conform to the Objective Design Standards and Guidelines of the Specific Plan. Alternative 3 includes objective design standards that would apply a unified design vision to all future development to create a “sense of place.”

General Plan Amendment

A General Plan Amendment would be required to increase the maximum residential density allowed within the Planning Area to allow Alternative 3 proposed density.

The “Town Center Mixed Use” land use designation in the Land Use and Economic Development Chapter of the General Plan 2040 establishes a maximum floor area ratio (FAR) of 1.5 and a residential density of 20.0 to 30.0 du/ac.⁶

Alternative 3 proposes the development of up to 2,055 housing units, which would result in a maximum residential density of approximately 45.7 du/ac in the Planning Area and assumes that all housing developments would include either 5 percent low-income or 15 percent moderate-

⁴ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

⁵ Urban Land Institute-Los Angeles. April 2021. Technical Assistance Panel Report: Diamond Bar Town Center. <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> (accessed October 29, 2024).

⁶ City of Diamond Bar. August 2022. Diamond Bar General Plan 2040: Land Use and Economic Development Element 2021-2029. <https://www.diamondbarca.gov/DocumentCenter/View/8443/2021-2029-Housing-Element-Update?bidId=>

income units. Alternative 3 would involve amendments to the General Plan 2040 to update the maximum residential density for the Town Center Mixed Use land use designation.

Zoning Amendment

An amendment to the City Zoning Map would be required to re-zone all parcels within the Planning Area to “Specific Plan.” Alternative 3 would specify the permitted uses, maximum residential density, and FAR within the Planning Area.

All parcels in the Planning Area are zoned by the City as Regional Commercial (C-3), Community Commercial (C-2), and Neighborhood Commercial (C-1). Title 22, Development Code, of the City’s Code of Ordinances states that the allowable FAR for nonresidential development in these zones shall be from 0.25 to 1.00,⁷ which is less than the Alternative 3 FAR. Consistent with the Housing Element 2021-2019, Alternative 3 would involve amendments to the City Zoning Map to rezone all parcels in the Planning Area to “Specific Plan” to allow the proposed density and FAR of Alternative 3.

I.5 CEQA Review Process

This section describes the environmental review process undertaken for this SIR pursuant to CEQA.

Notice of Preparation and Scoping

The Notice of Preparation (NOP) was issued on June 5, 2023, and the public scoping period was from June 5, 2023, to July 5, 2023. A Notice of Completion (NOC) of an initial study was filed with the State Office of Planning and Research, and the NOP was filed with the Los Angeles County Clerk-Recorder and distributed by issuance in the *San Gabriel Tribune* on June 5, 2023, and notices mailed to 905 interested stakeholders, property owners, and business owners within a 1,000-foot radius of the Planning Area. A scoping meeting was held on June 8, 2023, at the Windmill Room, Diamond Bar City Hall, 21810 Copley Drive, Diamond Bar, California 91765.

The NOP and Initial Study were available for review during the scoping period at the offices of the City of Diamond Bar Planning Division, located at 21810 Copley Drive, Diamond Bar, California 91765 and on the Planning Division website:

<https://www.diamondbarca.gov/1065/Town-Center-Specific-Plan>

The NOP and related comment letters received are included as Appendices A and C, respectively, of the SIR.

Tribal Consultation

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

⁷ City of Diamond Bar. N.d. Code of Ordinances, Title 22 – Development Code, Chapter 22.10 – Commercial/Industrial Zoning Districts.

1. On June 10, 2022, Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation stated that they agree with the Diamond Bar Town Center Specific Plan but would like to request further consultation if ground disturbance is to occur for all future projects at this location.
2. On July 7, 2022, Christina Conley of the Gabrielino Tongva Indians of California responded stating that they have no comment on the Diamond Bar Town Center Specific Plan.

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

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

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

Draft SIR Review

The Draft SIR was distributed for review to the public and interested and affected agencies for a period of 46 days from August 25, 2025, to October 10, 2025. An NOC of a Draft SIR was filed with the State Office of Planning and Research, and the Notice of Availability (NOA) was filed with the Los Angeles County Clerk-Recorder and distributed by issuance in the *San Gabriel Valley Tribune* on August 25 and September 8, 2025, and notices mailed to 910 interested stakeholders, property owners, and business owners within a 1,000-foot radius of the Planning Area.

The NOA, Draft SIR, and all related technical studies were available for review during the public review period at the offices of the City of Diamond Bar Planning Division, located at 21810 Copley Drive, Diamond Bar, California 91765 and on the Planning Division website:

<https://www.diamondbarca.gov/1065/Town-Center-Specific-Plan>

Final SIR and Certification

A total of 28 comment letters and emails were received during the 46-day public review period between August 25, 2025, and October 10, 2025. The City, as Lead Agency, considered all comments and has provided written responses to comments received on the Draft SIR per CEQA Guidelines Section 15088. All comments received during the public review period and responses to those comments are included in the Final SIR.

Relevant Plans and Environmental Studies

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

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

II POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT

The analysis undertaken in support of the SIR for the Specific Plan determined that Alternative 3 (High Density, No Road Diet) will result in less than significant impacts, taking into consideration clarifications and revisions to the Draft SIR, in relation to the following environmental resource categories articulated in Appendix G of the State CEQA Guidelines:

II.1 AESTHETICS

Impact 3.1.1 Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.1, *Aesthetics*) determined that Alternative 3 will result in less than significant impacts to aesthetics in relation to creating a new source of substantial light or glare which could adversely affect daytime or nighttime views in the area. No mitigation measures are required.

Rationale:

General Plan 2040 Policy LU-P-8 ensures that new residential development within the Planning Area will be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design, where the General Plan 2040 designates higher densities and provides adequate transitions to existing development. Conformance with provisions in the Diamond Bar City Code that limit light and glare for new non-residential and residential development (Section 22.16.050. – Exterior lighting; Section 21.30.140. – Street lighting; and Section 22.30.070. – Development standards for off-street parking) would be required. Operation and maintenance of Alternative 3 would be implemented in accordance with City’s development code and in conformance with the development standards related to light shielding for new or modified lighting sources, street lighting installation, and off-street parking restrictions to reduce sources of light and glare to the extent feasible.

Furthermore, the General Plan 2040 requires that efficient materials and lighting to be considered based on comfort, safety, visibility, cost, convenience, and environmental impact during the redevelopment of the mixed-use Town Center.¹ In addition, the development of Alternative 3 would be subject to conceptual design and plan check reviews in relation to light and glare, as well as all design components would be required to comply with City Code section 22.16.050, Exterior Lighting.

¹ City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. <https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Character?bidId=>

II.2 AIR QUALITY

Impact 3.2.1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact:

Less than Significant for Construction and Operation.

Finding:

The analysis in the SIR (Section 4.6.2, *Air Quality*) determined that Alternative 3 will result in less than significant impacts to air quality in relation to conflict with or obstruction of implementation of the applicable air quality plan. No mitigation measures are required.

Rationale:

As discussed in the SIR, Alternative 3 would result in the same level of air quality emissions as the refined project with respect to both its construction and operation. Accordingly, the SIR findings for Impact 3.2.1 apply to Alternative 3, meaning Alternative 3 would not conflict with the 2022 AQMP, SCAG's forecasts, and the General Plan. Alternative 3 aligns with the General Plan, which aims for a diverse and efficiently-operated local and regional ground transportation system that reduces per capita VMT,² and with SCAG's Connect SoCal strategies that focus on balancing the conservation of open space with new development, improving mobility options, and creating new economic growth in the region.³ The proposed mixed-use development would serve as a center of activity for residents, provide housing, retail opportunities, and spaces for community gatherings; and endeavors to influence long-term health by promoting compact development patterns and transportation demand management measures to reduce VMT. Accordingly, Alternative 3 would result in less than significant impacts and would not conflict with or obstruct the implementation of an applicable air quality plan.

Impact 3.2.2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact:

Less than Significant for Construction.

Finding:

The analysis in the SIR determined that Alternative 3 would result in less than significant impacts to air quality for construction in relation 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.

² City of Diamond Bar. 2019. Diamond Bar General Plan 2040.Chapter 5 – Resource Conservation. <https://www.diamondbarca.gov/DocumentCenter/View/7092/5-Resource-Conservation?bidId=>

³ Southern California Association of Governments. September 2020. Connect SoCal. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176

Rationale:

The Certified General Plan EIR found that the 2022 Housing and Land Use Element Updates would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds for volatile organic compounds (VOCs) and nitrous oxide (NO_x) and that construction and operational impacts would be significant and unavoidable.

Alternative 3 would reduce the construction footprint by dedicating 40,000 square feet (sf) to open space. As with the Certified General Plan EIR, Diamond Bar Boulevard would not be altered for the road diet. As a result, Alternative 3 would likely not align as well with Connect SoCal, specifically the goals and policies pertaining to vehicle miles traveled (VMT) reduction in the region.

As with the Certified General Plan EIR, Alternative 3 maintains existing longer pedestrian crossing distances and less space on the existing public right-of-way for alternative uses such as wider sidewalks, bus turnouts, and additional landscaping. However, Alternative 3 accommodates Class IV bicycle lanes at Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Prospectors Road and a Class III bicycle lane on Sunset Crossing Road.

Alternative 3 includes the same land use planning scenario evaluated in Section 3.2, *Air Quality*, of the SIR, differing only in the exclusion of the road diet. As such, the findings in Section 3.2 would be comparable to the analysis to the Alternative 3 findings.

As shown in Table 4.6-1, *Alternative 3: Overall Estimated Daily Construction Emissions by Year (Unmitigated)*, of the SIR, the Maximum Daily Construction Emissions between 2025 and 2041 would be below the SCAQMD Significance Criteria for all evaluated pollutants. In addition, as shown in Tables 4.6-1 and 4.6-2, *Alternative 3: Overall Estimated Daily Construction Emissions by Year (Mitigated)*, of the SIR, the Maximum Daily Construction Emissions for Alternative 3 are lower than those calculated for the land use planning scenario as evaluated in the Certified General Plan EIR for all evaluated Criteria Pollutants. Thus, the construction of Alternative 3 would result in less than significant impacts with respect 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.

Impact 3.2.3 Would the project expose sensitive receptors to substantial pollutant concentrations?**Impact:**

Less than Significant for Construction.

Finding:

The analysis in the SIR determined that Alternative 3 would result in less than significant impacts to air quality in relation to exposing sensitive receptors to substantial pollutant concentrations for construction.

Rationale:

The Certified General Plan EIR found that the 2022 Housing and Land Use Updates would expose sensitive receptors to substantial pollutant concentrations and that construction and operational impacts from NO_x, CO, PM_{2.5}, and PM₁₀ would be significant and unavoidable.

Alternative 3 would reduce the construction footprint by dedicating 40,000 sf to open space. As with the Certified General Plan EIR, Diamond Bar Boulevard would not be altered for the road diet. As a result, Alternative 3 would likely not align as well with Connect SoCal, specifically the goals and policies pertaining to VMT reduction in the region.

As with the Certified General Plan EIR, Alternative 3 maintains the existing longer pedestrian crossing distances and less space on the existing public right-of-way for alternative uses such as wider sidewalks, bus turnouts, and additional landscaping. However, Alternative 3, accommodates Class IV bicycle lanes at Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Prospectors Road and a Class III bicycle lane on Sunset Crossing Road.

Alternative 3 includes the same land use development scenario evaluated in Section 3.2, *Air Quality*, of the SIR, for the refined project. Alternative 3 and the “refined project” differ only in that Alternative 3 does not include the road diet provided as an element of the refined project. As such, the construction scenario for Alternative 3 differs only in that the lane configuration, median, and sidewalks for Diamond Bar Boulevard within the Planning Area would remain in their baseline condition (see SIR Table 4.6-1, *Alternative 3: Overall Estimated Daily Construction Emissions by Year [Unmitigated]*, and Table 4.6-2, *Alternative 3: Overall Estimated Daily Construction Emissions by Year [Mitigated]*). As such, the findings in Section 3.2 would be comparable to the Alternative 3 findings for construction.

The maximum daily construction emissions between 2025 and 2041 would be below the SCAQMD significance thresholds for all evaluated criteria pollutants (SIR Table 4.6-1). In addition, the maximum daily construction emissions for Alternative 3 are reduced when compared to those calculated for the land use planning scenario evaluated in the Certified General Plan EIR for all evaluated criteria pollutants (SIR Tables 4.6-1 and 4.6-2). The reduction in emission of criteria pollutants results from the changes to the land use planning scenario for Alternative 3 when compared to that approved in the General Plan 2040 EIR.

As a result, Alternative 3 would reduce the impacts of criteria pollutants during construction for sensitive receptors, particularly those that live within one-half mile of the Planning Area, or those that would travel via bicycle or bus through the Planning Area.

Impact 3.2.4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact:

Less than Significant for Construction and Operation.

Finding:

The analysis in the SIR (Section 4.6.2, *Air Quality*) determined that Alternative 3 will result in less than significant impacts to air quality in relation to resulting in other emissions (such as odors) adversely affecting a substantial number of people. No mitigation measures are required.

Rationale:

Alternative 3 does not propose substantial change in land use type or function associated with potential odor impacts during operation as specified by the California Air Resources Board (CARB) Air Quality Handbook. During construction, Alternative 3 would potentially result in temporary and localized odor releases throughout the Planning Area, such as diesel exhaust and volatile organic compounds. Compliance with CARB and SCAQMD regulations would reduce diesel fuel combustion odors during the construction. Alternative 3 would result in less than significant impacts related to other emissions (such as odors) adversely affecting a substantial number of people.

II.3 GREENHOUSE GAS EMISSIONS

Impact 3.3.1 Would the project generate GHG emissions, either directly or indirectly?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.3, *Greenhouse Gas Emissions*) determined that Alternative 3 would result in less than significant impacts in relation to the generation of greenhouse gas (GHG) emissions, either directly or indirectly. No mitigation measures are required.

Rationale:

Alternative 3 would increase long-term operational GHG emissions, but it would achieve the goals and policies related to VMT reduction and access to open space articulated in the Southern California Association of Governments' (SCAG) Connect SoCal.⁴ Implementation of the City's Climate Action Plan (CAP) recommended measures, in addition to compliance with applicable State regulations, would reduce GHG emissions from Alternative 3.

II.4 HYDROLOGY AND WATER QUALITY

Impact 3.4.1 Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact:

Less than Significant.

⁴ Southern California Association of Governments. April 4, 2024. Connect SoCal. <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547>

Finding:

The analysis in the SIR (Section 4.6.4, *Hydrology and Water Quality*) determined that Alternative 3 would result in less than significant impacts to hydrology and water quality in relation to a substantial decrease in groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No mitigation measures are required.

Rationale:

Alternative 3 would include 40,000 square feet of open space. Alternative 3 would be required to include Low Impact Development measures as required by the City of Diamond Bar in accordance with California Regional Water Quality Control Board Order No. R4-2012-0175, which regulates municipal discharges of storm water and non-storm water by the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach.

II.5 NOISE**Impact 3.5.1 Would the project 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?****Impact:**

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.5, *Noise*) determined that Alternative 3 would result in less than significant impacts to noise in relation to generation of noise levels in excess of established standards. No mitigation measures are required.

Rationale:

All future development would be required to comply with the restrictions of the Diamond Bar City Code. If a project requests to deviate, the project proponent would need to obtain permission from the City, including conditions and standards to minimize noise impacts. Future developments under Alternative 3 would be required to comply with the Diamond Bar City Code, Section 8.12.720, Construction Noise. As such, future developments would be required to limit construction hours for exterior construction and hauling activities to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. These developments would be required to be constructed such that the noise levels at the affected residential and commercial properties would not exceed the maximum noise level limits for mobile and stationary construction equipment.

With respect to operational noise, Alternative 3 would not result in new significant operational impacts greater than what was determined in the Certified General Plan EIR, and mitigation is not required. Furthermore, as a result of the supplemental analysis regarding the generation of noise levels in excess of local standards undertaken in this SIR, the land use refinements

proposed in the Specific Plan would not result in new or substantially more adverse impacts on noise than those evaluated for the Certified General Plan EIR.

Impact 3.5.2 Would the project generate excessive groundborne vibration or groundborne noise levels?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.5, *Noise*) determined that Alternative 3 would result in less than significant impacts in relation to generation of groundborne vibration or groundborne noise levels.

Rationale:

Large bulldozers and loaded trucks are the equipment anticipated to be used within the Planning Area that would generate the highest ground-borne vibration levels. The vibration analysis for the Certified General Plan EIR calculated the minimum distance that large bulldozers and loaded trucks could operate at for Class I through IV structures without causing significant damage (see Table 3.5-10, *Certified General Plan EIR Distances within Vibration Damage Criteria*, in the Draft SIR). The Certified General Plan EIR found that construction activities would be required to not operate within the distance for each structure type shown in Table 3.5-10 in the Draft SIR to avoid exceeding the vibration structural damage criteria. These construction distance requirements and Section 8.12.840 of the Diamond Bar City Code⁵ would apply to all future development under Alternative 3.

Regarding operation impacts, as the vibration from vehicles is temporary and intermittent, and it generates up to 0.005 inch per second (in/sec) peak particle velocity (PPV), which is well below the threshold of perception for humans (0.035 in/sec PPV).

II.6 PUBLIC SERVICES

Impact 3.6.1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives with respect to parks?

Impact:

Less than Significant.

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

Finding:

The analysis in the SIR (Section 4.6.6, *Public Services*) determined that Alternative 3 would result in less than significant impacts to park-related public services and, thus, will not result in substantial adverse physical impacts associated with the provision of new or physically altered parks in order to maintain acceptable service ratios, response times or other performance objectives. No mitigation measures are required.

Rationale:

Alternative 3 would increase population in line with the 0.6 percent overall population growth outlined in the Certified General Plan EIR. This increased population could lead to a demand for more parks. Alternative 3, however, is not anticipated to cause a substantial population increase. Furthermore, as individual residential development projects are implemented, developers would be required to comply with the Quimby Act and provide a dedication of land or in lieu of fees to support the City's parkland standard, which would reduce these impacts.

Impact 3.6.2 Would the project result in substantial adverse physical impacts associated with the provision of new or physically governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.6, *Public Services*, and Section 5.5, *Impacts Found Not to Be Significant*) determined that Alternative 3 would result in less than significant impacts to other public facilities, such as libraries, regarding capacity or service level, or resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives. No mitigation measures are required.

Rationale:

Fire prevention requires the Los Angeles County Fire Department to inspect all commercial buildings in the City to detect fire and life hazards. In addition, the City adheres to the California Building Code and Fire Code regarding fire safety, including standards for road widths and access, as well as building standards (e.g., construction materials, sprinkler systems).^{6,7} Alternative 3 would comply with Los Angeles Fire Department standards, the Diamond Bar City Code, and the California Building Code and Fire Code, which would ensure that fire protection

⁶ 2022 California Building Code, Title 24. <https://codes.iccsafe.org/content/CABC2022P1>

⁷ California Building Standards Commission. 2023. Revision Record for the State of California. 2022 Title 24, Part 9, California Fire Code. https://www.iccsafe.org/wp-content/uploads/errata_central/2022-California-Fire-Code-Part-9-Errata-eff.-January-2023-5590S221.pdf

capacity and service levels are maintained. Therefore, Alternative 3 would result in less than significant impacts in relation to fire protection.

As discussed in the Certified General Plan EIR, support for crime prevention in the Planning Area would be provided by the Crime Prevention through Environmental Design and other public safety programs, which would help keep service demand increases to a minimum. Alternative 3 would be a relatively compact/infill development contiguous to existing urbanized areas that are currently served by existing police stations. In addition, General Plan 2040 policies regarding emergency access and travel flow would ensure that emergency vehicles could efficiently access the Planning Area, thereby reducing the need for new facilities. Therefore, Alternative 3 would result in less than significant impacts in relation to police protection.

Alternative 3 is not anticipated to cause a substantial population increase beyond the anticipated 0.6 percent overall population growth rate for the City in the Housing Element 2021-2029. According to the Pomona Unified School District (PUSD) Strategic Plan, PUSD has planned for the economic development and increased capacity for corresponding enrollments as well as student retention.⁸ Generally, student enrollment in the PUSD has been trending down.⁹ With that plan in place, the public schools in the PUSD have the capacity to absorb more students as the population increases. Nonetheless, in accordance with SB 50 and PUSD Resolution No. 6 (2020-21), "Authorizing the Imposition and Collection of Increased Developer Fees on New Residential Construction," the PUSD would collect fees from new residential development to be used for school facilities. For purposes of CEQA, these fees would constitute complete and full mitigation of any potential impacts related to the demand for new or expanded school facilities. Therefore, the refined project would result in less than significant impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service ratios.

Under Alternative 3, future residents in the Planning Area would be served by the Diamond Bar Library, located at 21810 Copley Drive. The Diamond Bar Library's Memorandum of Understanding (MOU) (dated July 5, 2011) for operations allowed the County to relocate the Diamond Bar Library into a larger and more modern facility. This updated facility improved library services provided to City residents. Future potential property owners within the Planning Area would pay County property tax. The County may, through property tax revenue, improve the services provided within the existing Diamond Bar Library to adjust for the increase of residents as a result of the development of Alternative 3.¹⁰ The improvements made from the capital collected from the residential developments would work toward the Los Angeles County Library's Strategic Plan for 2024. These improvements may further the County library's objectives, such as ensuring safe meeting places for communities, maintaining pillars of service, and developing new library advocates.¹¹ Consistent with General Plan Policy PF-P-25, the City and the County would continue to cooperate to ensure adequate provision of library services.

⁸ Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. <https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf>

⁹ Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. <https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf>

¹⁰ County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

¹¹ LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacitylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

II.7 RECREATION

Impact 3.7.1 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?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.7, *Recreation*) determined that Alternative 3 would result in less than significant impacts to recreation in relation to an increase of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or accelerate. No mitigation measures are required.

Rationale:

Alternative 3 would have a significant impact on regional parks and recreational facilities if the increased residential population would deteriorate existing facilities or require construction to expand the existing parks. All parks and recreation facilities proposed as part of Alternative 3 would occur within the existing development footprint. Further, any development under Alternative 3 would be required to comply with the Quimby Act and City regulations to address the increased recreation facility demands. Payment of an in-lieu fee would be required, if the development would create subdivisions (as discussed in Section 3.11, *Recreation*, of the Draft SIR). This would ensure that additional demand for parks would not result in the physical deterioration of existing parks and facilities within the City.

Impact 3.7.2 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?

Impact:

Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.7, *Recreation*) determined that Alternative 3 would result in less than significant impacts to recreation in relation to adverse physical effects on the environment as a result of proposed construction or expansion of recreational facilities. No mitigation measures are required.

Rationale:

All parks/recreational facilities proposed as part of Alternative 3 (including 40,000 sf of open space) would occur within the existing development footprint, and potential impacts are accounted for in the relevant sections throughout this SIR. Furthermore, future residential subdivisions under the Quimby Act would contribute land or in lieu fees.

II.8 UTILITIES AND SERVICE SYSTEMS

Impact 3.9.1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact: Less than Significant.

Finding:

The analysis in the SIR (Sections 3.9, *Utilities and Service Systems*, and 4.6.9, *Utilities and Service Systems*) determined that Alternative 3 would result in less than significant impacts in relation to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No mitigation measures are required.

Rationale:

The Planning Area is served by the Walnut Valley Water District (WVWD). The majority of the water supply is imported because of a lack of local potable groundwater. As determined in the Certified General Plan EIR, although drought conditions will continue to pose potential issues for water supply demand, a “drought-proof” recycled water system is used by parks and schools to ease overall demand on the WVWD potable water system. Additionally, the refined project will adhere to policies which promote water conservation (Diamond Bar Code of Ordinances § 8.14.010). Through various water conservation measures, the City’s average annual water usage from 2010 to 2015 steadily decreased. In the City of Diamond Bar General Plan Update Existing Conditions Report – Volume III, it was projected that by 2035, the water supply will be approximately 22,358 acre-feet (AF), while usage will be approximately 21,462 AF. In addition, the Water Supply Assessment (WSA) prepared for the Diamond Bar Town Center Specific Plan (SIR Appendix H) indicates that sufficient water supplies can be reasonably concluded to be fully reliable and available to meet WVWD’s existing demands and future demands through fiscal year (FY) 2044-45. Based on these projections, it is anticipated that WVWD will sufficiently provide potable water for the projected population growth in the City, including the land use development scenario for Alternative 3.

The existing City sewer system within and around the region of Alternative 3 is comprised of numerous sewer lines of varying sizes, slopes, and materials. The Los Angeles County Public Health regulations for wastewater treatment systems, as required by statewide AB 885, set standards for wastewater treatment and monitoring requirements. The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to an LACSD treatment facility.¹² As a result, the demand for existing treatment infrastructure may be reduced and potential impacts of any future decisions regarding the provisions of new infrastructure will be considered. Alongside compliance with state and local regulations, impacts would be less than significant. Therefore, no new or expanded wastewater treatment would be required for the

¹² City of Diamond Bar. 2023. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=

implementation of Alternative 3. Further, the Certified General Plan EIR noted that conversation methods to curb demand, ensure coordinated planning for provisions of public facilities including water and wastewater infrastructure and ensure facilities be designed and constructed to preserve the natural character of the Planning Area would reduce the demand on wastewater infrastructure.

WVWD'S water supply sources currently include treated and untreated, imported surface water purchased from MWD through Three Valleys Municipal Water District. Per the WSA (SIR Appendix H), the additional water usage by the refined project would range from about 18.9 and 20.1 million gallons a day (MGD) and, consequently, it is anticipated that the Three Valleys Municipal Water District would have sufficient capacity from its imported sources to meet its average day demands over the next 20 years, inclusive of the Alternative 3 land use scenario.

Alternative 3's potential impacts would be offset by local, regional, and statewide mandates for solid waste reduction, water availability assessments, and required wastewater treatment capacity assessments. Applicable statewide regulations regarding waste management include the State Mandatory Organic Waste Collection (SB 1383), Mandatory Commercial Recycling Regulation (AB 341) and California Solid Waste Reuse and Recycling Act (AB 939) as well as SB 610, SB 221 and SB 1262 (amending Sections 10910–10915 of the State Water Code).

Impact 3.9.2 Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Impact: Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.9, *Utilities and Service Systems*) determined that Alternative 3 would result in less than significant impacts in relation to sufficient water supplies available to serve reasonably foreseeable future development during normal, dry and multiple dry years. No mitigation measures are required.

Rationale:

As discussed in the WSA (Appendix H to the SIR), the Specific Plan would result in a net additional water demand during an average/normal year of up to 372 acre-feet per year (AFY) by FY 2044-45. WVWD's estimated water demands are projected to be approximately 21,803 AFY by FY 2044-45. Based on the demonstrated reliability of WVWD's combined water supply sources in the United States, sufficient water supplies can be fully reliable and available to meet WVWD's existing demands and future demands through FY 2044-45, including during single and multiple dry years (i.e., 5 consecutive dry years).

Furthermore, each entitlement request within the Planning Area will submit a Water Availability Request application to the water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available in the Planning Area.

Impact 3.9.3 Would the project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Impact: Less than Significant.

Finding:

The analysis in the SIR (Section 4.6.9, *Utilities and Service Systems*) determined that Alternative 3 would result in less than significant impacts in relation to the capacity of wastewater treatment facilities. No mitigation measures are required.

Rationale:

The development of Alternative 3 would generate wastewater and would require sanitary sewer wastewater treatment. However, goals and policies proposed in the General Plan aim to conserve water by curbing demand for domestic and commercial purposes, promoting water conservation strategies, and ensuring coordinated planning from the provision of public facilities including water infrastructure. Current regulations require compliance with water quality standards and would not allow development without adequate utility capacity, including wastewater treatment capacity. The future development that would occur as a result of Alternative 3 would be reviewed by the City and Los Angeles County Sanitation Districts to determine that sufficient capacity exists to serve the development.

III POTENTIAL ENVIRONMENTAL EFFECTS THAT CAN BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The analysis undertaken in support of the SIR for the Specific Plan did not identify any potentially significant impacts that were able to be reduced to a level of insignificance after the consideration of feasible alternatives and mitigation measures.

IV SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS THAT CANNOT BE MITIGATED BELOW THE LEVEL OF SIGNIFICANCE

The Final SIR determined that implementation of Alternative 3 would result in the following significant environmental effects, which, even after application of feasible mitigation measures and compliance with existing statutes, regulations, uniform codes, and project features, cannot be mitigated to below a level of significance and therefore will remain significant and unavoidable. Findings supporting the determinations are provided below.

IV.1 Air Quality

Operation

Impact 3.2.2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact:

Significant and Unavoidable for Operations.

Finding:

The analysis in the Final SIR determined that Alternative 3 would result in significant and unavoidable impacts to air quality during the operational phase of the project in relation 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.

Rationale:

The Certified General Plan EIR found that the 2022 Housing and Land Use Element Update would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds for volatile organic compounds (VOCs) and nitrous oxide (NO_x) and that construction and operational impacts would be significant and unavoidable.

Alternative 3 would reduce the construction footprint by dedicating 40,000 square feet (sf) to open space.

Alternative 3 includes the same land use planning scenario evaluated in Section 3.2, *Air Quality*, of the SIR, differing only in the exclusion of the road diet.

Unmitigated Alternative 3 would be below the SCAQMD threshold for criteria pollutants in all categories except reactive organic gases (ROGs) and particulate matter 2.5 microns or less in diameter (PM_{2.5}) (see Table 4.6-3, *Alternative 3: Unmitigated Operations Emissions Threshold Evaluation*, of the SIR). However, Alternative 3 has reduced emissions for all criteria pollutants when compared to the land use planning scenario evaluated in the Certified General Plan EIR for all criteria pollutants, except ROGs (which were not evaluated in the Certified General Plan EIR)

and PM_{2.5}. As demonstrated in the SIR, operational impacts of mitigated Alternative 3 are reduced to below the SCAQMD significance threshold for operations for all categories, except ROGs and PM_{2.5}. Alternative 3 would be below the SCAQMD threshold for criteria pollutants in all categories except ROGs and PM_{2.5} (see Table 4.6-4, *Alternative 3: Mitigated Operations Emissions Threshold Evaluation*, of the SIR). Only emissions of PM_{2.5} for Alternative 3 remain above the SCAQMD significance operations thresholds even after the consideration of mitigation (Table 4.6-4). Although emissions of PM_{2.5} for Alternative 3, at 56.49 pounds per day (1.48 pounds per day above the threshold), remain significant and unavoidable, emissions are substantially reduced from the 352 pounds per day for the approved land use planning scenario in the Certified General Plan EIR.

The following mitigation measures have been identified in the SIR to reduce this impact:

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

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

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

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

MM-AQ-3: The SCAG Mitigation Monitoring and Reporting Program (MMRP) for the final Connect SoCal PEIR provides guidance for lead agencies in the consideration of project-level mitigation

¹ 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>

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):²

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

MM-AQ-4: Per the CAPCOA Handbook,³ the City shall implement the following measure to reduce construction emissions further for Alternative 3:

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

MM-AQ-5: Per the CAPCOA Handbook,⁴ the City shall implement the following measures to reduce operation emissions further for Alternative 3, including (but not limited to):

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

MM-AQ-6: The CAPCOA Handbook⁵ also offers qualitative or supporting measures. The Alternative 3'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

² 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.

³ 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

⁴ 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

⁵ 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

following supporting measures to reduce transportation emissions further for Alternative 3, including (but not limited to):

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

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

- **LL-2:** Implement a yard equipment exchange program, which would require Alternative 3 to participate in an established yard equipment exchange program, supplement an established program, or implement a new program.

The unmitigated operational phase of Alternative 3 would result in significant emissions of two criteria pollutants: ROGs and PM_{2.5} (see SIR Table 4.6-3). The implementation of **MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7** would reduce air quality impacts in relation to cumulatively considerable net increase of four criteria pollutants—NO_x, CO, SO₂, and PM₁₀—for which the region is in non-attainment under the National Ambient Air Quality Standards or California Ambient Air Quality Standards to below the SCAQMD significance operation thresholds. Emissions of ROGs and PM_{2.5} would exceed the SCAQMD threshold of significance, causing operational emissions of criteria pollutants to remain significant and unavoidable. However, the operational emission of NO_x, CO, PM_{2.5}, and PM₁₀ would be substantially lower than those evaluated in the land use planning scenario for the General Plan 2040.

Significant and unavoidable impacts of the operational phase of the project necessitate a statement of overriding consideration (see Section X, *CEQA Guidelines Section 15093 Findings: Statement of Overriding Considerations*).

Impact 3.2.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact:

Significant and Unavoidable for Operation.

Finding:

The analysis in the Final SIR determined that Alternative 3 would result in significant and unavoidable impacts to air quality in relation to exposing sensitive receptors to substantial pollutant concentrations during the operational phase of the project.

Rationale:

Although Alternative 3 results in significant and unavoidable impacts to sensitive receptors as a result of exposure to criteria pollutants in excess of the SCAQMD significance operational thresholds, the operations emissions would be substantially lower than that evaluated for the Certified General Plan EIR maximum daily operations thresholds. The Certified General Plan EIR

found that the 2022 Housing and Land Use Updates would expose sensitive receptors to substantial pollutant concentrations and that operational impacts from NO_x, CO, PM_{2.5}, and PM₁₀ would be significant and unavoidable (see Table 4.6-3, *Alternative 3: Unmitigated Operations Emissions Threshold Evaluation*, and Table 4.6-4, *Alternative 3: Mitigated Operations Emissions Threshold Evaluation*, of the SIR). ROG_s were not evaluated in the Certified General Plan EIR. The unmitigated operational impacts of criteria pollutants for NO_x, CO, and PM₁₀ for Alternative 3 would be below the SCAQMD significance operations thresholds. Only emission of PM_{2.5} for Alternative 3 would remain above the SCAQMD significance operations thresholds even after the consideration of mitigation (Table 4.6-4). Although emissions of PM_{2.5} for Alternative 3, at 56.49 pounds per day (1.48 pounds per day above the threshold), remain significant and unavoidable, emissions are substantially reduced from the 352 pounds per day for the approved land use planning scenario in the Certified General Plan EIR.

Alternative 3 includes the same land use development scenario evaluated in Section 3.2, *Air Quality*, of the SIR, for the refined project. Alternative 3 and the refined project differ only in that Alternative 3 does not include the road diet provided as an element of the refined project. As such, the construction scenario for Alternative 3 differs only in that the lane configuration, median, and sidewalks for Diamond Bar Boulevard within the Planning Area would remain in their baseline condition (see SIR Table 4.6-1, *Alternative 3: Overall Estimated Daily Construction Emissions by Year [Unmitigated]*, and Table 4.6-2, *Alternative 3: Overall Estimated Daily Construction Emissions by Year [Mitigated]*). As such, the findings in Section 3.2 would be comparable to the Alternative 3 findings for construction.

Alternative 3 would have a corresponding reduction in the impacts of criteria pollutants for sensitive receptors, particularly those that live within one-half mile of the Planning Area, or those that would travel via bicycle or bus through the Specific Plan Area.

Implementation of **MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7**, as listed above, would be required to reduce this impact.

The implementation of **MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7** would reduce air quality impacts in relation to cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment under the National Ambient Air Quality Standards or California Ambient Air Quality Standards to below SCAQMD threshold of significance for four criteria pollutants: NO_x, CO, SO₂, and PM₁₀ (see Table 4.6-4, *Alternative 3: Mitigated Operations Emissions Threshold Evaluation*, in the SIR). Operational emissions of ROG_s and PM_{2.5} would exceed the SCAQMD operations significance threshold, causing operational emissions of criteria pollutants to remain significant and unavoidable (Table 4.6-4). However, the operational emission of NO_x, CO, PM_{2.5}, and PM₁₀ would be substantially lower than those evaluated in the land use planning scenario for the approved General Plan 2040 (Table 4.6-4).

Significant and unavoidable impacts of the operational phase of the project necessitate a statement of overriding consideration (see Section X, *CEQA Guidelines Section 15093 Findings: Statement of Overriding Consideration*).

IV.2 Transportation

Impact 3.8-1 Would the project conflict with or be inconsistent with CEQA Guidelines Section §15064.3, subdivision (b)?

Impact:

Significant and Unavoidable.

Finding:

The analysis in the Final SIR determined that Alternative 3 would result in significant and unavoidable impacts to transportation in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

Rationale:

The Certified General Plan EIR determined that impacts would be significant and unavoidable in relation to conflicting with or being inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b), as implementation of the Diamond Bar General Plan 2040 would increase both resident and employee VMT per capita on a citywide basis, even with the City's goals and policies to reduce potential impacts. No mitigation was identified in the Certified General Plan EIR. Alternative 3 would not include a road diet. TDM measures (Mitigation Measure MM-TRANS-1) would be implemented with Alternative 3. Nonetheless, VMT would likely increase with Alternative 3, compared to the Certified General Plan EIR, because there would be no road diet to slow vehicle speeds, reduce traffic volume, and improve safety for all road users. Therefore, compared to the Certified General Plan EIR, Alternative 3 would similarly result in significant and unavoidable VMT impacts, but impacts would be greater than under the Certified General Plan EIR because there would be no road diet.

The following Mitigation Measure has been identified in the SIR to reduce this impact:

MM-TRANS-1: TDM Program. The Alternative 3 shall incorporate design features and transportation demand management (TDM) measures known to reduce baseline and cumulative project-generated VMT as much as feasible. These features and measures, originally described in the Transportation Study for the Diamond Bar Town Center Specific Plan project, comprise the project's TDM Program. The TDM Program conforms to VMT mitigation guidelines found in City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020).

Some components of the TDM Program consist of physical features of Alternative 3's design which shall be implemented over the duration of buildout of Alternative 3. Others which have an operational component will be implemented as early as feasible based on the land use mix and infrastructure as the project is built over time. The City shall designate a TDM Coordinator to oversee implementation and ensure continued operation of the VMT reduction strategies. The TDM Coordinator shall also produce annual monitoring reports describing the TDM strategies implemented under the TDM Program and the effectiveness of the program. The reports shall be submitted to the City for review to ensure that the mitigation obligations described in the TDM Program Plan are fulfilled. The TDM Coordinator position — which may be part-time or full-time

as deemed necessary — shall eventually be funded through fees paid by the developers for common area maintenance and management.

Each feature and measure is described in detail below, along with its implementation schedule, measure of effectiveness, and monitoring and reporting requirement:

- Increased Bicycle Access: Through the City's Complete Streets Project (being undertaken separately from Alternative 3), Alternative 3 shall incorporate Class IV protected bicycle lanes on Diamond Bar Boulevard, Grand Avenue Golden Springs Drive, and Prospectors Road and a Class III bicycle lane on Sunset Crossing Roads. 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 Alternative 3, which would dictate its timing. Aside from ensuring it is included in the Alternative 3, there is no further monitoring or reporting requirement for this measure.
- Bike Facilities: The TDM Program shall include secure bicycle parking for residents and employees per City requirements. Each application for development under the Diamond Bar Town Center Specific Plan will be required to demonstrate that it provides bicycle parking in accordance with City requirements. The annual monitoring report would summarize how many bicycle parking spaces have been installed within the Planning Area.
- First-Mile / Last-Mile Space: The TDM Program shall dedicate space in a central location for first mile / last-mile solutions such as bike share, scooter share, or a future mode to serve medium-distance trips to larger transit hubs, such as the City of Industry Metrolink Station, located approximately 3.3 miles away. This space, which may be located in a parking structure, a building, or outside, will be set aside and constructed prior to receiving certificate of occupancy for 50% of allowed development (measured in square feet) under the Diamond Bar Town Center Specific Plan. Further, the TDM Coordinator will work with one or more service providers to populate the space with first-mile / last-mile solutions made available to the public. Prior to construction of this space, the annual monitoring report will track the amount of development that has occurred under the Diamond Bar Town Center Specific Plan to ensure the space is provided on schedule. Following its construction, the annual monitoring report will identify the services provided, pricing, and the level of utilization on a monthly basis over the prior year. Based on the Transportation Study, there is no target level of utilization for these services. However, the TDM Coordinator should periodically review the costs and benefits of the program compared with the level of utilization and, if necessary, identify alternative types of services that may be provided within this space to more effectively reduce VMT.
- Improved Pedestrian Network: This TDM Program includes the development of new connections within the Planning Area and connecting to other areas. The refined project would improve pedestrian connectivity within the Planning Area such as between the portion of the site fronting Golden Springs Drive and the portion of the site fronting Diamond Bar Boulevard, which is currently blocked by buildings, landscaping, and a grade differential. It would improve pedestrian connectivity to the surrounding areas, including by providing a connection to Prospectors Road and the residential neighborhood it serves. These features enhance walkability and accessibility. These pedestrian network connections are fundamental to the design guidelines incorporated into the Diamond Bar Town Center Specific Plan and will be implemented gradually throughout the duration of buildout. There is no further monitoring or reporting requirement for this measure.
- Car Sharing Program or Rideshare Subsidies: The TDM Program shall either provide parking spaces and subsidies for car sharing services such as ZipCar, Car2Go, GetAround, etc. or the TDM Coordinator may develop agreements with one or more rideshare

companies (e.g., Uber or Lyft) to provide subsidized rides for eligible residents and employees to or from the Planning Area. Such programs allow residents to forego car ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit are not reasonable options. If the car sharing service option is selected, spaces shall be set aside upon construction of any parking structure in the Planning Area and the TDM Coordinator will work with a service provider to provide a car sharing solution with at least two vehicles. The efficacy of the program shall be measured by the number of uses per month per vehicle. If the vehicles are used an average of two or more times per day, the TDM Coordinator should consider adding to the fleet. If the vehicles are used fewer than one time per day on average, the TDM Coordinator should consider additional marketing or reducing the fleet. If a rideshare agreement is made in lieu of a car sharing service, it shall be implemented prior to receiving a certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan and would be open to all residents and employees within the Planning Area. The program should target participation on a monthly basis by at least 5% of households and 1% of employees. If participation is below these levels, the TDM Coordinator should consider additional marketing or increasing subsidies. The annual monitoring report will include a summary of the services offered and prices (or subsidy amounts) and a summary of utilization on a monthly basis, including the number of unique users.

- Commuter Trip Reduction Marketing & Education: The TDM Program shall implement a marketing campaign for project employees and visitors encouraging the use of transit, shared rides, and active modes to reduce VMT. The TDM Program would target this campaign at employees, residents, and visitors to the Planning Area. This campaign would be implemented following certificate of occupancy for 30% of allowed development under the Diamond Bar Town Center Specific Plan. The annual monitoring reports shall include a copy of all marketing and educational materials and a summary of any outreach efforts from the prior year.
- Employee Parking Cash-out: The TDM Program shall charge employers for employee parking and employers will be required to reimburse employees for the cost of parking if they don't park a car at work. This provides a direct monetary benefit to the employee for choosing alternative travel modes and has been shown to reduce VMT. Paid employee parking cannot begin until parking areas are converted to controlled access which will not occur until one or more parking structures are completed. Therefore, employee parking cash-out shall begin upon commencement of paid employee parking. The efficacy of the employee parking cash-out program should be measured as the ratio of the number of employees taking advantage of the cash-out program to the number of leased spaces by employers. The program should target a 2% participation rate in accordance with the level of employee VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the participation rate as well as information on parking pricing. If the target participation rate is not met, corrective measures should be implemented by the TDM Coordinator, such as enhanced marketing of the program or raising the price of parking.
- Unbundled Residential Parking: The TDM Program shall require parking to be leased to residents separately from their residential unit leases. This makes the cost of automobile storage transparent to residents, provides a direct monetary benefit to living without owning a vehicle, and reduces VMT by encouraging alternate modes of transportation. To ensure effectiveness, the TDM Program shall require pairing with the implementation of a residential parking permit program in nearby residential neighborhoods to avoid shifting project resident parking into those neighborhoods. Unbundled residential parking will be incorporated into any and all residential development under the Diamond Bar Town Center Specific Plan. The efficacy of the unbundled residential parking program should be

measured as the ratio of the number of leased residential spaces compared to the parking requirement associated with the residential units, as calculated based on the City Code of Ordinances, Section 22.30.040 accounting for the specific unit mix. The target ratio should be 95% or lower (i.e., 5% lower lease rate than required parking ratio) in accordance with the level of residential VMT reduction estimated in the Transportation Study. The annual monitoring report shall include the numbers used to calculate the residential parking ratio as well as information on parking pricing. If the target ratio is not met, residential parking pricing should be increased and marketing and education efforts to residents regarding alternative modes of transportation should be increased.

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.

With the implementation of **MM-TRANS-1**, impacts would remain significant and unavoidable in relation to baseline and cumulative project-generated VMT under Alternative 3.

Significant and unavoidable impacts of the operational phase of the project necessitate a statement of overriding consideration (see Section X, *CEQA Guidelines Section 15093 Findings: Statement of Overriding Consideration*).

V FINDINGS REGARDING RECOMMENDED PROJECT AND ALTERNATIVES NOT RECOMMENDED FOR ADOPTION

In April 2021, the Urban Land Institute-Los Angeles (ULI-LA) convened a Technical Assistance Panel (TAP) to prepare the Technical Assistance Panel Report: Diamond Bar Town Center (TAP Report).¹ The focus of the TAP Report was the consideration of market possibilities, implementation strategies, and design frameworks for implementing the Town Center defined in the General Plan. A Town Center Specific Plan was recommended to provide detailed development standards, infrastructure requirements and implementation measures for the Town Center. As part of the TAP's Town Center Specific Plan analysis, the real estate economics firm RCLCO Real Estate Consulting prepared a market feasibility study for the Town Center, which concluded that (1) market demand exists for over 2,000 housing units (an average of 44 units per acre), including more than 1,500 rental units of varying product types, based on market conditions, demographics and locational advantages in Diamond Bar; (2) a strong opportunity is presented for redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and (3) there is low demand for office development in the area.²

The market feasibility study also mentioned the commitment to the Complete Streets Project and the importance of future roadway improvements.³ "California passed the California Complete Streets Act (Complete Streets) in 2008, requiring circulation elements to include a complete streets approach that balances the needs of all users of the street."⁴ Complete Streets policies and framework have been required to be part of a City General Plan Circulation Element since January 30, 2011. Complete Streets are streets that are designed, constructed, operated, maintained, and are compatible with adjacent land uses as a balanced, multi-modal transportation network enabling safe comfortable, and attractive access to all users regardless of their transportation mode, ability, or age.⁵ The Complete Streets approach was incorporated and adopted into the City's General Plan in 2019.⁶ Under the Complete Streets approach, the City's roadways are characterized based on "through movement" and "level of access," both of which are requirements for complying with this approach towards mobility.

In November 21, 2023, the City Council authorized funds to incorporate improvements that are elements of the Diamond Bar Complete Streets Project, for Diamond Boulevard, between Golden Springs Drive and Palomino Drive, including elements that enhance multi-modal transportation,

¹ Urban Land Institute-Los Angeles. April 2021. Technical Assistance Panel Report: Diamond Bar Town Center. <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> (accessed March 13, 2023).

² RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

³ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

⁴ City of Diamond Bar. 2019. City of Diamond Bar General Plan 2040. <https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=>

⁵ City of Diamond Bar. 2019. City of Diamond Bar General Plan 2040. <https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=>

⁶ City of Diamond Bar. 2019. City of Diamond Bar General Plan 2040: Circulation Element. <https://www.diamondbarca.gov/DocumentCenter/View/7072/Diamond-Bar-General-Plan-2040?bidId=>

stormwater treatment, and decorative street amenities.⁷ The City successfully secured funding for Diamond Bar Complete Streets Project elements between Golden Springs Drive and Palomino Drive from multiple sources, including Los Angeles County Metropolitan Transportation Authority (LACMTA) Regional Measure Multi-year Subregional Program; California Transportation Commission Active Transportation Planning Organization Cycle 6; and LACMTA-administered Caltrans-Managed Federal Surface Transportation Program-Local. (subsequently replaced with Proposition C funds). On December 17, 2024, the City adopted a categorical exemption for the Complete Streets project.⁸ On September 23, 2025, the City advertised for construction bids for the Diamond Bar Boulevard Complete Streets project elements. The recommended contractor was presented to the City Council for approval on November 4, 2025. The City Council approved the project and Construction Agreement via Resolution No. 2025-34. Construction of the Complete Streets Project is scheduled to be initiated in February 2026.⁹

V.1 Range of Reasonable Alternatives

Section 15126.6 of the State CEQA Guidelines requires the evaluation of a range of reasonable alternatives to the project, or to the location of the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant project effects. The analysis of alternatives is limited to those that the City determines could feasibly attain most of the basic objectives of the project. Section 15126.6(f) of the State CEQA Guidelines describes feasibility as being dependent on several factors, including site suitability, economic viability, availability of infrastructure, specific plan consistency, consistency with other plans or regulatory limitations, jurisdictional boundaries, and the ability of the project proponent to gain access to or acquire an alternative site.

In light of the TAP Report's findings,¹⁰ the market feasibility study prepared by RCLCO Real Estate Consulting¹¹ to support the TAP Report, and the City's Complete Streets Project, the City identified the High Density, Maximum Buildout with Road Diet version of the Specific Plan, evaluated in the SIR as the "refined project," as it refined the land use scenario for the Planning Area that was adopted in General Plan 2040, as amended by 2021-2029 Housing Element) as the proposed project for evaluation in the SIR. Consistent with the requirements of Section 15126.9(e)(2) of the CEQA Guidelines, a No-Project Alternative was analyzed representing what would be reasonably expected to occur in the foreseeable future if the project or action alternative is not adopted and implementation of the Town Center is undertaken consistently with the 2021-2029 Housing

⁷ City of Diamond Bar. November 21, 2023. *First Amendment to the Professional Services Agreement with MNS Engineers, Inc. for the Design of Diamond Bar Complete Street Project (CIP# PW17400)*. City Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council.

⁸ City of Diamond Bar. December 17, 2024. *Adopt Resolution Authorizing Execution of Funding Agreements for State and Federal Funding, Approve WVWD Utility Agreement, Approve LACFCD Trash Excluder Agreement and Adopt a Class 1 CEQA Exemption for the Diamond Bar Boulevard Complete Streets Project*. City Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council.

⁹ City of Diamond Bar. November 4, 2025. *Award of Construction Agreement for the Diamond Bar Boulevard Complete Streets Project - CIP No. SI256 (Gentry Brothers, Inc.) and Approval of Amendment 2 to a Professional Services Agreement for Construction Management and Inspection Services (Local Agency Engineering Associates, Inc.)*. City Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council.

¹⁰ City of Diamond Bar. April 2021. *Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report*. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

¹¹ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

Element Update. The No-Project Alternative was not analyzed as keeping the property in the existing conditions (as of 2023) would be inconsistent with Diamond Bar Town Center planning objectives. As required by Section 15126.6 of the CEQA Guidelines, three additional alternatives, representing a reasonable range of alternatives, that are responsive to the TAP Report and supporting market feasibility study were defined: Alternative 1 (Medium Density with Road Diet), Alternative 2 (Low Density with Road Diet), and Alternative 3 (High Density, No Road Diet). Alternatives 1 and 2 reduced the density of dwelling units, reduced the number of hotel rooms, and reduced the maximum allowable retail/commercial area, while retaining the open space, road diet and bicycle lanes that were elements of the refined project. Alternative 3 retained the dwelling units, hotel room, retail/commercial area, open space, and bicycle lanes evaluated for the refined project and deleted the road diet evaluated for the refined project, leaving Diamond Bar in a comparable configuration within the Planning Area. Alternative 3 provides a balance of land uses that would achieve the highest number of housing units and hotel rooms, square footage of retail/commercial space, and square footage of open space within the Planning Area; retains Diamond Bar Boulevard in a comparable condition to its existing condition; retains sidewalks adjacent to Diamond Bar Boulevard; and adds Class IV and Class III bicycle lanes. In addition, Alternative 3 is able to accommodate the bicycle lane improvements contemplated by the City's Complete Streets Project. As a result of the analysis contained in the SIR regarding the environmental, health, and social characteristics of the project and alternatives, the City Community Development Director recommended Alternative 3: High Density, No Road Diet, rather than the refined project, as the land use planning and development scenario that best meets the needs of the City.

V.2 Comparative Analysis of Alternatives

This section of the Findings of Fact provides a comparative analysis of recommended Alternative 3 and the four alternatives evaluated in the SIR in relation to three factors:

- Attainment of the development goals resulting from the TAP Report,¹² and supporting marketing feasibility study,¹³ City adopted Complete Streets Project (Table V.2-1, *Comparison of Specific Plan Elements for Recommended Project and Alternatives*)
 1. Market demand exists for over 2,000 housing units;
 2. Redevelopment and repositioning of existing retail space, which would benefit from synergies created by new housing; and
 3. Low demand for office development in the area
- Ability to meet Diamond Bar Town Center Specific Plan Objectives (Table V.2-2, *Ability of Recommended Project and Alternatives to Meet the Diamond Bar Town Center Specific Plan Objectives*)
- Environmental impacts (Table V.2-3, *Comparative Analysis of Impacts for Recommended Alternative 3 and Alternative Considered*)

¹² City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

¹³ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

**TABLE V.2-1
COMPARISON OF SPECIFIC PLAN ELEMENTS FOR RECOMMENDED AND ALTERNATIVES**

Specific Plan Elements	Recommended Alternative 3 (High Density, No Road Diet)	No-Project Alternative (Housing Element Update)	Refined Project (High Density with Road Diet)	Alternative 1 (Medium Density with Road Diet)	Alternative 2 (Low Density with Road Diet)
Housing Units	2,055	1,350	2,055	1,677	1,350
Single-Family	0	0	0	0	0
Multi-Family	2,055	1,350	2,055	1,677	1,350
Non-Residential					
Hotel	200 rooms ^b	97 rooms	200 rooms ^b	175 rooms ^b	150 rooms ^b
Retail/Commercial	446,000 sf	510,000 sf ^a	446,000 sf	426,000 sf	411,000 sf
Open Space	40,000 sf	0 sf	40,000 sf	40,000 sf	40,000 sf
Road Diet	Retains 6 lanes for Diamond Bar Blvd.	No	Reduces Diamond Bar Blvd. from 6 lanes to 4 lanes	Reduces Diamond Bar Blvd. from 6 lanes to 4 lanes	Reduces Diamond Bar Blvd. from 6 lanes to 4 lanes
Compatibility with City Complete Streets Project	Yes	Yes	No	No	No
Compared to No-Project Alternative	<ul style="list-style-type: none"> • 705 more housing units allowed • 103 more hotel rooms • 64,000 sf less retail/commercial • Added 40,000 sf open space • No road diet 	<ul style="list-style-type: none"> • Same (no project) 	<ul style="list-style-type: none"> • 705 more housing units allowed • 103 more hotel rooms • 64,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet 	<ul style="list-style-type: none"> • 327 more housing units allowed • 78 more hotel rooms • 84,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet 	<ul style="list-style-type: none"> • Same housing units allowed • 53 more hotel rooms • 99,000 sf less retail/commercial • Added 40,000 sf open space • Added road diet
Compared to Recommended Project	<ul style="list-style-type: none"> • Same (recommended project) 	<ul style="list-style-type: none"> • 705 fewer housing units allowed • 103 fewer hotel rooms • 64,000 sf more retail/commercial • 40,000 sf less open space • No road diet 	<ul style="list-style-type: none"> • Same housing units allowed • Same hotel rooms allowed • Same retail/commercial sf • Same open space sf • Added road diet, reduces Diamond Bar Blvd. from 6 lanes to 4 lanes 	<ul style="list-style-type: none"> • 378 fewer housing units allowed • 25 fewer hotel rooms • 20,000 sf less retail/commercial • Same open space sf • Added road diet, reduces Diamond Bar Blvd. from 6 lanes to 4 lanes 	<ul style="list-style-type: none"> • 705 fewer housing units allowed • 50 fewer hotel rooms • 35,000 sf less retail/commercial • Same open space sf • Added road diet, reduces Diamond Bar Blvd. from 6 lanes to 4 lanes

Note:
^a Includes approximately 475,500 square feet (sf) of retail/restaurant/service space plus multiple gas stations and a childcare center.
^b Includes 97 existing hotel rooms.

**TABLE V.2-2
ABILITY OF RECOMMENDED ALTERNATIVE 3 AND ALTERNATIVES
TO MEET DIAMOND BAR TOWN CENTER SPECIFIC PLAN OBJECTIVES**

Project Objectives	Does the Alternative (Alt.) Accomplish the Project Objectives?				
	Recommended Alt. 3	No-Project Alt.	Refined Project	Alt. 1	Alt. 2
1. Implement the community vision, goals, and policies of the General Plan, which established the Town Center Mixed Use land use designation to “foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar’s residents to shop, dine, and gather.”	Yes	Yes	Yes	Yes	Yes
2. Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.	Yes	No	Yes	Yes	Yes
3. Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.	Yes	No	Yes	Yes	Yes
4. Allow for car-lite / car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated, thus furthering progress to the City’s climate action goals	Yes	No	Yes	Yes	Yes
5. Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability	Yes	No	Yes	Yes	Yes
6. Include a mix of uses and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar’s commitment to provide affordable housing opportunities by rezoning the Town Center Specific Plan project area to facilitate the development of a portion of Diamond Bar’s Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.	Yes	Yes	Yes	Yes	Yes
7. Provide flexibility for the future—particularly for retail and commercial space—so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan	Yes	Yes	Yes	Yes	Yes
8. Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment	Yes	Yes	Yes	Yes	Yes

**TABLE V.2-3
COMPARATIVE ANALYSIS OF IMPACTS FOR RECOMMENDED ALTERNATIVE 3 AND
ALTERNATIVES CONSIDERED**

Impact	Level of Impact Comparison				
	Recommended Alternative 3 (High Density, No Road Diet)	No-Project Alternative (Housing Element Update)	Refined Project (High Density with Road Diet)	Alternative 1 (Medium Density with Road Diet)	Alternative 2 (Low Density with Road Diet)
Aesthetics					
Light and Glare	LTS	LTS (Similar)	LTS (Similar)	LTS (Lesser)	LTS (Lesser)
Air Quality					
Air Quality Plan	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Air Quality Standards	SU	SU (Similar)	SU (Lesser)	SU (Lesser)	SU (Lesser)
Sensitive Receptors	SU	SU (Similar)	SU (Similar)	SU (Lesser)	SU (Lesser)
Odors	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Greenhouse Gas Emissions					
Greenhouse Gas Emissions	LTS	LTS (Greater)	LTS (Lesser)	LTS (Lesser)	LTS (Lesser)
Hydrology and Water Quality					
Groundwater	LTS	LTS (Greater)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Noise					
Ambient Noise	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Groundborne Vibration	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Public Services					
Park Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Other Public Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Recreation					
Deterioration of Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Construction of Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Transportation					
Vehicle Miles Traveled	SU	SU (Greater)	SU (Similar)	SU (Similar)	SU (Similar)
Utilities and Service Systems					
Water or Wastewater Facilities	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Water Supply	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Wastewater Capacity	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Note: NI = No Impact; LTS = Less than Significant; LTSM = Less than Significant with Mitigation; SU = Significant and Unavoidable. Less = Impacts are less than those that would occur with the Alternative 3; Similar = Impacts are similar to those that would occur with the Alternative 3; Greater = Impacts are greater than those that would occur with the Alternative 3.					

V.2.1 Recommended Alternative 3: High Density, No Road Diet

Specific Plan Elements: Recommended Alternative 3 was designed to implement General Plan 2040 by supporting its vision and development policies which guide the physical growth of the Town Center Planning Area, taking into consideration the recommended Specific Plan elements resulting from the TAP Report,¹⁴ and supporting market feasibility study.¹⁵ In addition,

¹⁴ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

¹⁵ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

Recommended Alternative 3 does not include a road diet, and as such is compatible with the City's Complete Streets Project.

Alternative 3 achieves the highest number of housing units and hotel rooms, square footage of retail/commercial space, and square footage of open space within the Planning Area; retains Diamond Bar Boulevard in a comparable condition to the existing condition; retains sidewalks adjacent to Diamond Bar Boulevard; and adds Class IV and Class III bicycle lanes (Table V.2-1), as indicated below:

- Up to 2,055 multi-family housing units
- 200 hotel rooms,
- 446,000 square feet (sf) of commercial leasable space
- 40,000 sf of open space
- Six lanes of Diamond Bar Boulevard are retained within the Specific Plan Area, with 11-foot-wide lane widths, and 10-foot-wide turn pockets
- Does not accommodate parking on Diamond Bar Boulevard
- Existing 8- to 15-foot-wide sidewalks adjacent to Diamond Bar Blvd are retained
- Class IV Bicycle Lanes on Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Prospectors Road, and Class III on Sunset Crossing Road

Recommended Alternative 3 achieves and exceeds the 2,000 dwelling units recommended by the TAP Report,¹⁶ adds 103 hotel room, adds 40,000 sf of open space, and retains 446,000 sf of retail/commercial space. Recommended Alternative 3 also preserves six lanes on Diamond Bar Boulevard within the Specific Plan area and, as such, is compatible with the City's Complete Streets Project.

Effectiveness in Meeting Project Objectives: Recommended Alternative 3, meets the eight objectives established for the Diamond Bar Town Center Specific Plan (see Table V.2-2).

Alternative 3 Environmental Impacts: Recommended Alternative 3 results in less than significant impacts to light and glare, consistency with air quality plans, construction emissions, odors, greenhouse gas emissions, depletion of groundwater, ambient noise, groundborne vibration, park facilities, other public facilities, deterioration of existing recreation facilities, or the need to construct new recreation facilities, water or wastewater facilities, water supply or wastewater capacity (Table V.2-3). Recommended Alternative 3 results in significant and unavoidable impacts related to emissions of criteria pollutants, ROG and PM_{2.5}, during operation and exposure of sensitive receptors to criteria air pollutants. Although Traffic Demand Management measures would be employed with Recommended Alternative 3, per capita vehicle miles travelled would be expected to increase in the Specific Plan area due to the addition of 2,055 dwelling units and 200 hotel rooms over the existing condition, and 705 more dwelling units than General Plan 2040, as updated by the 2021-2029 Housing Element Update (Table V.2-3).

Recommended Alternative 3 requires implementation of seven Air Quality measures identified in the Certified General Plan EIR: MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7. In addition, Recommended Alternative 3 requires implementation of MM-TRANS-1. Alternative 3 is the recommended alternative because it provides a balance of land

¹⁶ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

uses that would achieve the highest number of housing units and hotel rooms, square footage of retail/commercial space, and square footage of open space within the Planning Area; retains Diamond Bar Boulevard in a comparable condition to the existing condition; retains sidewalks adjacent to Diamond Bar Boulevard; and adds Class IV and Class III bicycle lanes. Alternative 3 is able to accommodate the bicycle lane improvements contemplated by the Complete Streets Project. In addition, turn lane width and turn pocket width are based on the width with the Complete Streets Project in place for the approved General Plan 2040 and proposed Alternative 3.

V.2.2 No-Project Alternative (Housing Element Update)

Specific Plan Elements: Under the No-Project Alternative, the Specific Plan Area would be subject to the General Plan 2040, as updated by the 2021-2029 Housing Element and Land Use Planning Element policies, regulations, development standards, and land use designations that apply to the Town Center Mixed Use, land use designation. Under the No-Project Alternative (Housing Element Update), the maximum FAR would be 1.5 for the entire Town Center. The No-Project Alternative would allow for development in the Town Center Focus Area consistent with the approved Town Center development density from the Housing Element Update:

- Up to 1,350 multi-family dwelling units
- 97 hotel rooms
- 510,000 sf of commercial leasable space
- 0 sf of open space
- Six lanes of Diamond Bar Boulevard are retained within the Specific Plan Area, with 11- to 14.5-foot-wide lane widths, and 8.5- to 15-foot-wide turn pockets
- Does not accommodate parking on Diamond Bar Boulevard
- Existing 8- to 15-foot-wide sidewalks adjacent to Diamond Bar Blvd are retained
- Class IV Bicycle Lanes on Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Prospectors Road and Class III on Sunset Crossing Road

When compared to Recommended Alternative 3, the No-Project Alternative results in 705 fewer dwelling units, 103 fewer hotel rooms, no open space, and 64,000 more sf of retail/commercial space, thus falling far short of the recommendations of the TAP Report.¹⁷ It provides no open space. As with Recommended Alternative 3, the No-Project Alternative preserves six lanes on Diamond Bar Boulevard within the Specific Plan area and, as such, is compatible with the City's Complete Streets Project.

Effectiveness in Meeting Project Objectives: Under the No-Project Alternative, four of the eight objectives—Objectives 1, 6, 7, and 8—would be met (see Table V.2-2). Although the No-Project Alternative meets Objective 1 by providing 1,350 dwelling units, this is only 68 percent of the market demand for 2,000 dwelling units identified by the TAP Report.¹⁸ The No-Project Alternative fails to meet Objectives 2, 3, 4, and 5, because it does not include components that would create a sense of place, such as open space, and would not further the City's progress toward its climate

¹⁷ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

¹⁸ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

action goals (Table V.2-2). In addition, the No-Project Alternative would not meet the market demand of over 2,000 housing units determined by the market feasibility study¹⁹ (Table V.2-2).

Comparative Impacts of the No-Project Alternative: As with Recommended Alternative 3, the No-Project Alternative results in less than significant impacts to light and glare, consistency with air quality plans, odors, greenhouse gas emissions, depletion of groundwater, ambient noise, groundborne vibration, park facilities, other public facilities, deterioration of existing recreation facilities, or the need to construct new recreation facilities, water or wastewater facilities, water supply or wastewater capacity (Table V.2-3). The No-Project Alternative results in significant and unavoidable impacts related to emissions of criteria pollutants, NO_x, PM_{2.5}, and PM₁₀, during construction and exposure of sensitive receptors to criteria air pollutants due to the proximity and intensity of construction activities. The No-Project Alternative results in significant and unavoidable impacts related to exposure of sensitive receptors to criteria air pollutants due to the proximity and intensity of construction activities. In addition, like Recommended Alternative 3, the No-Project Alternative would result in significant and unavoidable impacts due to the 1,350 additional dwelling units, 97 hotels rooms, and retention of 510,000 sf of retail/commercial space. Without increasing local housing, the No-Project Alternative would exacerbate the per capita VMT by focusing on destination trips from housing and office space beyond the limits of the Specific Plan Area. Unlike Recommended Alternative 3, the No-Project Alternative does not require Traffic Demand Management measures that would be employed with Recommended Alternative 3, thus further contributing to increase per capita VMT (Table V.2-3).

The No-Project Alternative does not resolve the significant and unavoidable impacts that would occur with the recommended Alternative 3.

As with Recommended Alternative 3, the No-Project Alternative requires implementation of seven Air Quality Measures identified in the Certified General Plan EIR: MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7. MM-TRANS-1 was not included in the Certified General Plan EIR.

The No-Project Alternative is, thus, deemed to be infeasible and is not recommended as it would only meet four of the eight project objectives and would not avoid significant environmental impacts. In addition, the No-Project Alternative would exacerbate the per capita VMT and would not provide a balance of land uses that would achieve the highest number of housing units and square footage of open space within the Planning Area.

V.2.3 Refined Project, High Density with Road Diet

Specific Plan Elements: As with Recommended Alternative 3, the Refined Project was designed to implement General Plan 2040 by supporting its vision and development policies which guide the physical growth of the Town Center Planning Area, taking into consideration the recommended Specific Plan elements resulting from the TAP Report,²⁰ and supporting market

¹⁹ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

²⁰ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=>. Accessed January 13, 2026.

feasibility study.^{21,22} Unlike Recommended Alternative 3, the refined project includes a road diet and, as such, is incompatible with the City's Complete Streets Project.

As with Recommended Alternative 3, the refined project achieves the highest number of housing units and hotel rooms, square footage of retail/commercial space, and the same square footage of open space within the Planning Area and adds bicycle lanes (Table V.2-1):

- Up to 2,055 multi-family housing units
- 200 hotel rooms
- 446,000 sf of commercial leasable space
- 40,000 sf of open space
- Four of six lanes of Diamond Bar Boulevard are retained within the Specific Plan Area, with 11-14.5-foot-wide lane widths, and 5- to 15-foot-wide turn pockets
- Accommodates parking on Diamond Bar Boulevard
- Existing 8-foot wide sidewalks adjacent to Diamond Bar Boulevard are retained
- Class IV Bicycle Lanes on Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Prospectors Road and Class III bicycle lane on Sunset Crossing Road

The proposed refinements to Diamond Bar Boulevard within the Specific Plan Area are incompatible with the City's Complete Streets Project.

Effectiveness in Meeting Project Objectives: As with Recommended Alternative 3, the refined project meets the eight objectives established for the Diamond Bar Town Center Specific Plan (see Table V.2-1).

Comparative Impacts of the Refined Project Alternative: As with Recommended Alternative 3, the refined project results in less than significant impacts to light and glare, consistency with air quality plans, odors, greenhouse gas emissions, depletion of groundwater, ambient noise, groundborne vibration, park facilities, other public facilities, deterioration of existing recreation facilities, or the need to construct new recreation facilities, water or wastewater facilities, water supply or wastewater capacity (Table V.2-3). As with Recommended Alternative 3, the refined project results in significant and unavoidable impacts related to emissions of criteria pollutants, ROG, and PM_{2.5}, during operation and exposure of sensitive receptors to criteria air pollutants (Table V.2-3). As with Recommended Alternative 3, the refined project requires Traffic Demand Management measures to be applied; however, per capita VMT would be expected to increase in the Specific Plan area due to the addition of 2,055 dwelling units and 200 hotel rooms over the existing conditions, and 705 more dwelling units than General Plan 2040, as updated by the 2021-2029 Housing Element Update (Table V.2-3).

The refined project does not resolve the significant and unavoidable impacts that would occur with the recommended Alternative 3.

As with Recommended Alternative 3, the refined project requires implementation of seven Air Quality measures identified in the Certified General Plan EIR: MM-AQ-1, MM-AQ-2, MM-AQ-3,

²¹ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

²² RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7. In addition, as with Recommended Alternative 3, the refined project requires implementation of MM-TRANS-1.

The refined project is, thus, deemed to be infeasible and is not recommended as it would be incompatible with the Complete Streets Project (see Table V.2-1). The incompatibility of the road diet element of the refined project with the adopted Complete Streets Project was determined by the Director of Community Development to not be in the best interest of the City.

V.2.4 Alternative 1 (Medium Density with Road Diet)

Specific Plan Elements: As with Recommended Alternative 3, Alternative 1 was designed to implement General Plan 2040 by supporting its vision and development policies which guide the physical growth of the Planning Area, taking into consideration the recommended Specific Plan elements resulting from the TAP Report,²³ and supporting market feasibility study.²⁴ Unlike Recommended Alternative 3, Alternative 1 includes a road diet and, as such, is incompatible with the City's Complete Streets Project.

As with Recommended Alternative 3, Alternative 1 provides dwelling units and hotel rooms, retail/commercial space, and open space within the Diamond Bar Specific Plan Area and adds bicycle lanes (Table V.2-1):

- Up to 1,677 multi-family housing units
- 175 hotel rooms
- 426,000 sf of commercial leasable space
- 40,000 sf of open space
- Four of six lanes of Diamond Bar Boulevard are retained within the Specific Plan Area, with 11- to 14.5-foot-wide lane widths, and 5- to 15-foot-wide turn pockets
- Accommodates parking on Diamond Bar Boulevard
- Existing 8-foot-wide sidewalks adjacent to Diamond Bar Boulevard are retained
- Class IV Bicycle Lanes on Diamond Bar Blvd, Golden Springs Drive, Grand Avenue, and Prospectors Road and Class III bicycle lane on Sunset Crossing Road

Alternative 1 calls for less development than Recommended Alternative 3. Specifically, there would be 378 fewer dwelling units, 25 fewer hotel rooms, and 20,000 sf less retail/commercial space. As with Recommended Alternative 3, Alternative 1 calls for the development of 40,000 sf of open space. Unlike Recommended Alternative 3, Alternative 1 includes a road diet reducing Diamond Bar Boulevard from six lanes within the Planning Area to four lanes.

The proposed refinements to Diamond Bar Boulevard (reduction from six lanes to four lanes) within the Specific Plan Area are incompatible with the City's Complete Streets Project.

Effectiveness in Meeting Project Objectives: As with Recommended Alternative 3, Alternative 1 meets the eight objectives established for the Diamond Bar Town Center Specific Plan; however, Objectives 6 and 7 would only be partially met due to the reductions in dwelling units and

²³ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

²⁴ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

retail/commercial space (see Table V.2-1). Although Alternative 1 meets Objective 1 by providing 1,677 dwelling units, this is only 84 percent of the market demand for 2,000 dwelling units identified by the TAP Report.²⁵

Comparative Impacts of Alternative 1: As with Recommended Alternative 3, Alternative 1 results in less than significant impacts to light and glare, consistency with air quality plans, odors, greenhouse gas emissions, depletion of groundwater, ambient noise, groundborne vibration, park facilities, other public facilities, deterioration of existing recreation facilities, or the need to construct new recreation facilities, water or wastewater facilities, water supply or wastewater capacity (Table V.2-3). As with Recommended Alternative 3, Alternative 1 results in significant and unavoidable impacts related to emissions of criteria pollutants, ROG and PM_{2.5}, during operation and exposure of sensitive receptors to criteria air pollutants (Table V.2-3). As with Recommended Alternative 3, Alternative 1 requires Traffic Demand Management Measures to be applied; however, per capita VMT would be expected to increase in the Specific Plan area due to the addition of 1,677 dwelling units and 175 hotel rooms over the existing condition, and 327 more dwelling units than General Plan 2040, as updated by the 2021-2029 Housing Element Update (Table V.2-3).

Alternative 1 does not resolve the significant and unavoidable impacts that would occur with the recommended Alternative 3.

As with Recommended Alternative 3, Alternative 1 requires the implementation of seven Air Quality measures identified in the Certified General Plan EIR: MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7. In addition, as with Recommended Alternative 3, Alternative 1 requires implementation of MM-TRANS-1.

Alternative 1 is, thus, deemed to be infeasible and is not recommended as it would not meet all of the project objectives as fully as Alternative 3, would not avoid the significant impacts that would occur under Alternative 3, and would be incompatible with the Complete Streets Project (see Table V.2-1). The incompatibility of the road diet element of Alternative 1 with the adopted Complete Streets Project was determined by the Director of Community Development to not be in the best interest of the City. In addition, Alternative 1 would not fully provide a balance of land uses that would achieve the highest number of housing units and commercial space within the Planning Area as it would provide fewer housing units and commercial space than Alternative 3.

V.2.5 Alternative 2: Low Density with Road Diet

Specific Plan Elements: As with Recommended Alternative 3, Alternative 2 was designed to implement General Plan 2040 by supporting its vision and development policies which guide the physical growth of the Town Center Planning Area, taking into consideration the recommended Specific Plan elements resulting from the TAP Report,²⁶ and supporting market

²⁵ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

²⁶ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

feasibility study.²⁷ Unlike Recommended Alternative 3, Alternative 2 includes a road diet and, as such, is incompatible with the City's Complete Streets Project.

As with Recommended Alternative 3, Alternative 2 provides dwelling units and hotel rooms, retail/commercial space, and open space within the Planning Area and adds bicycle lanes (Table V.2-1):

- Up to 1,350 multi-family housing units
- 150 hotel rooms
- 411,000 sf of commercial leasable space
- 40,000 sf of open space
- Four of six lanes of Diamond Bar Boulevard are retained within the Planning Area, with 11- to 14.5-foot-wide lane widths, and 5- to 15-foot-wide turn pockets
- Accommodates parking on Diamond Bar Boulevard
- Existing 8-foot-wide sidewalks adjacent to Diamond Bar Boulevard are retained
- Class IV Bicycle Lanes on Diamond Bar Blvd, Golden Springs Drive, Grand Avenue, and Prospectors Road and Class III bicycle lane on Sunset Crossing Road

Alternative 2 calls for even less development than recommended Alternative 3. Specifically, there would be 705 fewer housing units, 50 fewer hotel rooms, and 35,000 sf less retail/commercial space. As with Recommended Alternative 3, Alternative 2 calls for development of 40,000 sf of open space. Unlike Recommended Alternative 3, Alternative 1 includes a road diet reducing Diamond Bar Boulevard from six lanes within the Planning Area to four lanes.

The proposed refinements to Diamond Bar Boulevard (reduction from six lanes to four lanes) within the Specific Plan Area are incompatible with the City's Complete Streets Project.

Effectiveness in Meeting Project Objectives: As with Recommended Alternative 3, Alternative 2 meets the eight objectives established for the Diamond Bar Town Center Specific Plan; (however, Objectives 6 and 7 would only be partially met due to the reductions in dwelling units and retail/commercial space) (see Table V.2-1). Although Alternative 2 meets Objective 1 by providing 1,350 dwelling units, this is only 68 percent of the market demand for 2,000 dwelling units identified by the TAP Report.²⁸

Comparative Impacts of Alternative 2: As with Recommended Alternative 3, Alternative 2 results in less than significant impacts to light and glare, consistency with air quality plans, odors, greenhouse gas emissions, depletion of groundwater, ambient noise, groundborne vibration, park facilities, other public facilities, deterioration of existing recreation facilities, or the need to construct new recreation facilities, water or wastewater facilities, water supply or wastewater capacity (Table V.2-3). As with Recommended Alternative 3, Alternative 2 results in significant and unavoidable impacts related to emissions of criteria pollutants, ROG and PM_{2.5}, during operation and exposure of sensitive receptors to criteria air pollutants (Table V.2-3). As with Recommended Alternative 3, Alternative 2 requires Traffic Demand Management Measures to be applied;

²⁷ RCLCO Real Estate Consulting. *Existing Conditions & Market Demand Analysis: Diamond Bar Town Center for the City of Diamond Bar, California*. September 6, 2022.

²⁸ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

however, per capita VMT would be expected to increase in the Specific Plan area due to the addition of 1,350 dwelling units and 150 hotel rooms over the existing conditions (Table V.2-3). Dwelling units would be the same as General Plan 2040, as updated by the 2021-2029 Housing Element Update (Table V.2-3).

As with Recommended Alternative 3, Alternative 2 requires the implementation of seven Air Quality measures identified in the Certified General Plan EIR: MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7. In addition, as with Recommended Alternative 3, Alternative 2 requires implementation of MM-TRANS-1.

The SIR identified Alternative 2, with its lesser impacts under four impact categories, and reduced development scenario and construction footprint, as the Environmentally Superior Alternative. However, Alternative 2 was found to be inconsistent with the City's goals and policies because it would not fully meet the eight objectives established for the Diamond Bar Town Center Specific Plan due to the reduced development scenario. As such, the Environmentally Superior Alternative was deemed infeasible and not recommended to the Planning Commission or City Council for adoption (see Section V.3, *Environmentally Superior Alternative*).

V.3 Environmentally Superior Alternative

Section 15126.6 of the CEQA Guidelines requires the identification of an environmentally superior alternative among the alternatives analyzed. Section 15126.6(e) of the CEQA Guidelines requires the evaluation of a "No-Project Alternative" and its potential environmental impacts. Where the proposed project is a land use or regulatory plan, the "No-Project Alternative" is a continuation of the existing plan or policy into the future (CEQA Guidelines Section 15126.6(b)(3)(A)). As a result, "the projected impacts of the proposed plan ... would be compared to the impacts that would occur under the existing plan" (Section 15126.6(b)(3)(A) of the CEQA Guidelines). The "environmentally superior alternative" in CEQA refers to the alternative that would result in the fewest or least severe environmental impacts among all alternatives evaluated in an EIR. If the alternative with the least environmental impact is the No-Project Alternative, then the EIR must also identify the next most environmentally superior alternative (CEQA Guidelines Section 15126.6(e)(2)).

As shown in Table V.2-3, above, Alternatives 1 (Medium Density with Road Diet) and 2 (Low Density with Road Diet) would have impacts to four issue areas that are less than those of Recommended Alternative 3 (High Density, No Road Diet) (aesthetics/light and glare, air quality standards, and GHG emissions). The refined project would have impacts to two issue areas that are less than those of Recommended Alternative 3 (air quality standards and GHG emissions). By comparison, the No-Project Alternative would result in similar or greater impacts for all impact areas compared to Recommended Alternative 3.

Both Alternatives 1 and 2 would result in lesser impacts to light and glare as compared to Recommended Alternative 3. However, by virtue of Alternative 2's reduced development scenario and construction footprint (705 less housing units, 53 less hotel rooms, and 55,000 sf less of retail/commercial development), Alternative 2 would result in a lower level of sources of light and glare. Both Alternatives 1 and 2 would result in lesser impacts to emissions of criteria pollutants and the exposure of sensitive receptors to the emissions of criteria pollutants when compared to Recommended Alternative 3; however, by virtue of the Alternative 2 reduced development scenario and construction footprint, it would result in lower level of sources of

emissions of criteria pollutants. Both Alternatives 1 and 2 would result in lesser impacts to GHG emissions when compared to Recommended Alternative 3.

Alternative 2, with its lesser impacts under the four impact categories, and reduced development scenario and construction footprint, is the Environmentally Superior Alternative. However, Alternative 2 was found to be inconsistent with City's goals and policies as they relate to a reduction of dwelling units to 68 percent of the market demand established in the TAP Report,²⁹ and the corresponding reduction in consumers to support retail/commercial development. Similarly, the incompatibility of the Road Diet element of Alternative 2 with the adopted Complete Streets Project was found to be inconsistent with the City's goals and policies. While Alternative 2 would meet the eight objectives established for the Diamond Bar Town Center Specific Plan, Objectives 6 and 7 would only be partially met due to the reduced development scenario. And while lowering emissions during construction, Alternative 2 shares the same significant and unavoidable impacts that would result from Recommended Alternative 3. Further, although Alternative 2 meets Objective 1 by providing 1,350 dwelling units, this reduced development scenario is only 68 percent of the market demand for 2,000 dwelling units identified by the TAP Report and would be economically infeasible to meet the City's requirements. Therefore, while Alternative 2, with its lesser impacts with respect to the four impact categories and reduced development scenario and construction footprint, is the Environmentally Superior Alternative, it was thus rejected as infeasible.

²⁹ City of Diamond Bar. April 2021. Los Angeles Diamond Bar Town Center: Technical Assistance Panel Report. Available at: <https://www.diamondbarca.gov/DocumentCenter/View/8250/Diamond-Bar-Town-Center-Report-April2021?bidId=> . Accessed January 13, 2026.

VI FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PROGRAM

According to Section 21081.6 of the Public Resources Code, and pursuant to Sections 15091 and 15097 of the State CEQA Guidelines, CEQA requires that when a public agency is making the findings required by Section 21081 and Section 15091, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment.

The City of Diamond Bar hereby finds that the Mitigation Monitoring and Reporting Program for the Recommended Alternative 3 meets the requirements of Section 21081.6 of the Public Resources Code and Sections 15091 and 15097 of the State CEQA Guidelines by providing a monitoring program designed to ensure compliance during project implementation with mitigation measures adopted by the City.

VII FINDINGS REGARDING LOCATION AND CUSTODIAN OF DOCUMENTS

Section 15091(e) of the State CEQA Guidelines requires a public agency specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which the decision is based.

The documents and other materials that constitute the Record of Proceedings on which the City of Diamond Bar's Findings of Fact are based are located at:

City of Diamond Bar
Community Development Department/Planning Division
21810 Copley Dr.
Diamond Bar, CA 91765
Phone: (909) 839-7030
Email: glee@diamondbarca.gov

The Record of Proceedings, including copies of the SIR and all documents incorporated by reference in the SIR, are available for review between the hours of 7:30 a.m. and 5:30 p.m. Monday through Thursday, and 7:30 a.m. to 4:30 p.m. on Friday.

The custodian of these documents is the City of Diamond Bar. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City of Diamond Bar in conjunction with the Project;
- The Final SIR;
- The Draft SIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft SIR;
- All written and verbal public testimony presented during a noticed public hearing for the project;
- The reports and technical memoranda included or referenced in the Response to Comments;
- All documents, studies, or other materials incorporated by reference in the Draft SIR and Final SIR;
- The Resolutions adopted by the City of Diamond Bar in connection with the project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto;
- Matters of common knowledge to the City of Diamond Bar, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings; and,
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

VIII CERTIFICATION REGARDING INDEPENDENT JUDGMENT

The City of Diamond Bar reviewed the Draft SIR, its supporting technical appendices, and required changes to those documents prior to their circulation for public review. The Draft SIR circulated for public review reflected the independent judgment of the City of Diamond Bar. The Final SIR similarly has been subject to review and revision by the City of Diamond Bar City Council, Planning Commission, and Community Development Department. Pursuant to Section 21082.1(c) of the Public Resources Code and Section 15090(a) of the State CEQA Guidelines, the City of Diamond Bar certifies that the Final SIR was presented to the City Council and that the City Council has independently reviewed and analyzed the Final SIR prior to making a decision on the project. The Final SIR reflects the City Council's independent judgment and analysis.

IX STATE CEQA GUIDELINES SECTIONS 15091, 15092, AND 15093 FINDINGS

The City has prepared a Final SIR. The Final SIR includes all comments received during the public comment period and responses to public comments. A copy of the response to comments was provided to the party making the comment prior to the consideration of the Final SIR for certification and prior to consideration of the Diamond Bar Town Center Specific Plan for certification. The City made the Final SIR available for review by the public for a period 10 days prior to consideration for certification, and provided the public with the opportunity to comment at the Public Hearing held by the Planning Commission and a Public Hearing held by the City Council to consider certification of the Final SIR and consider approval of the Diamond Bar Town Center Specific Plan as described in Alternative 3 (High Density, No Road Diet). Based on the whole record, the Community Development Director has recommended Alternative 3 (High Density, No Road Diet) to the Planning Commission and City Council for approval. This section includes documentation of compliance with the required FOF/SOC to support the consideration of the Final SIR for approval and consideration of Recommended Alternative 3 (High Density, No Road Diet) by the City Council.

IX.1 State CEQA Guidelines Section 15091 Findings

The City has made the required findings with respect to the significant impacts on the environment resulting from the City of Diamond Bar Town Center Specific Plan Recommended Alternative 3 (High Density, No Road Diet) pursuant to Section 15091 of the State CEQA Guidelines.

- (a) Required Findings for Significant Environmental Effects Supported by Substantial Evidence
 - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final SIR. The Final SIR and FOF/SOC document the analysis that was undertaken with respect to each environmental issue area carried forward for detailed evaluation in the Final SIR:
 - a. Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to a Level of Insignificance (SIR Section 4.6, *Impact Analysis of Alternatives*, and FOF/SOC Section IV, *Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to Below the Level of Significance*).
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - a. The City has determined that the changes or alterations to the land use development scenario adopted in the Diamond Bar General Plan 2040 (General Plan 2040),¹ as updated by the 2021-2029 Housing Element Update and Land Use Planning Update that are embodied in Recommended Alternative 3 (High Density, No Road Diet) are solely in

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

the responsibility of the City. The City has identified the California Department of Transportation (Caltrans) District 7, Regional Water Quality Control Board – Los Angeles Region, South Coast Air Quality Management District, and Southern California Association of Governments as other decision-making bodies that may rely on the Final SIR in the consideration and issuance of subsequent projects undertaken pursuant to the Final SIR (“Intended Uses of This SIR” in Section 2.2, *Purpose and Objective of the Refined Project*, of the Final SIR). The City provided the Draft SIR to Caltrans District 7, Regional Water Quality Control Board – Los Angeles Region, South Coast Air Quality Management District, and Southern California Association of Governments for review and comment.

- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final SIR.
 - a. The City has carried forward the seven applicable mitigation measures from the certified Diamond Bar Comprehensive General Plan Update and Climate Action Plan Draft Environmental Impact Report² and added one additional mitigation measure for transportation (FOF/SOC Section IV, *Significant Unavoidable Adverse Impacts That Cannot Be Mitigated to Below the Level of Significance*).

IX.2 State CEQA Guidelines Section 15092 Findings

The Community Development Director has determined that based on the whole of the record, the City Planning Commission and City Council have concurred that the City has:

- (a) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in the Section 15091 Findings, and
- (b) Determined any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to findings under Section 15093 (FOC/SOC, Section X, *Section 15093 Findings: Statement of Overriding Considerations*).

² 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>

X STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA and its implementing regulations permit a public agency to approve a project notwithstanding the existence of significant and unavoidable environmental effects, provided that the agency makes a written statement identifying the specific benefits of the project that the agency has determined outweigh those unavoidable effects, and that this determination is supported by substantial evidence in the record. Specifically, CEQA Guidelines Section 15093 provides as follows:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The SIR concluded that the implementation of Alternative 3 (the “Project”) would result in significant and unavoidable air quality and transportation impacts. Specifically, after imposition of mitigation measures **MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, and MM-AQ-7**, the SIR concluded that operation of Alternative 3 would result in significant and unavoidable impacts based on a cumulatively considerable net increase of ROG_s and PM_{2.5}, and with respect to exposure of sensitive receptors to substantial pollutant concentrations of ROG_s and PM_{2.5}. Further, after imposition of mitigation measure **MM-TRANS-1**, the SIR concluded that the Project would result in a significant and unavoidable impact based on project-generated VMT per-service population.

The Project, however, provides the following benefits:

A. The Specific Plan Would Further Implement the City’s Housing Element Commitments to Meet Regional Housing Needs

The City is required to accommodate its share of regional housing needs as determined by the Regional Housing Needs Assessment (“RHNA”). On March 4, 2021, the Southern California Association of Governments (“SCAG”) adopted the 6th Cycle RHNA, 2021-2029, which assigned 2,521 dwelling units to the City. That allocation is further broken down across income categories as follows: 844 extremely low and very low, 434 low, 437 moderate, and 806 above-moderate

units. In order to plan for this number of units, the City's Housing Element commits the City to rezone three mixed use focus areas at a density of up to 30 units per acre, including the Town Center. The City adopted a Housing Element Site Overlay to achieve this minimum density within the Town Center.

The Specific Plan would further implement the Housing Element's commitments and help the City to achieve its RHNA allocation by providing development incentives that may exceed those otherwise available under the City's Development Code (Section 22.18.010) or the State Density Bonus Law (Government Code Sections 65915–65918) for the production of housing units within the Town Center. The Specific Plan includes an Inclusionary Incentive Program that would increase the base density for each "Inclusionary Point" earned by a developer. These points would be earned by providing, among other things, affordable housing units. (Specific Plan, § 5.3, Table 5-2, Table 5-3.) The goal of this program is to encourage the production of affordable housing in the Town Center to help the City accommodate its affordable housing RHNA allocation, and, ultimately, to expand rental and homeownership opportunities for young households, residents who wish to downsize and remain in Diamond Bar, and members of the workforce for whom housing costs in Diamond Bar are out of reach.

B. The Specific Plan Is Projected to Generate a Positive Fiscal Impact to the City's General Fund

In 2022, RCLCO prepared a fiscal impact analysis to evaluate potential development scenarios for the Town Center. (RCLCO Fiscal Impact Analysis Diamond Bar Town Center, November 18, 2022.) The fiscal impact analysis projected that a development program of approximately 2,055 residential units and approximately 446,000 square feet of commercial space would generate a stabilized positive annual net fiscal impact of approximately \$1.96 million to the City's General Fund. (p. 5.) The existing use of the site, at the time that the fiscal impact analysis was prepared, was approximately \$1.05 million in annual net fiscal impact. (p. 5.)

The existing Town Center area, which comprises primarily aging automobile-oriented retail (approximately 456,000 square feet) and a 97-room motel, currently generates limited property tax revenue (approximately \$142,100 annually) and sales tax revenue (approximately \$672,800 annually) to the City. (p. 6.) The Specific Plan would transform this underutilized commercial area into a vibrant mixed-use development. The Specific Plan, which would allow for up to 2,055 residential units and approximately 446,000 square feet of commercial space, closely matches the residential and commercial components analyzed in the fiscal study. (pp. 4, 6.) And, as a result, according to the fiscal impact analysis, the Specific Plan could generate approximately \$900,000 more annually as compared to the existing use. (p. 5.)

The increased fiscal benefits would result primarily from new property tax revenues (projected at approximately \$1.24 million annually) and sales tax revenues (projected at approximately \$1.11 million annually), as well as transient occupancy tax (projected at approximately \$520,500 annually for 97 hotel rooms. (p. 6.) The Specific Plan, however, allows for up to 200 hotel rooms compared to the 97 hotel rooms analyzed in the fiscal study, which would generate additional transient occupancy tax revenues beyond those projected in the analysis. (pp. 4, 16.) While the Specific Plan would result in increased demand for City services due to the additional residential population and commercial activity, the incremental General Fund expenditures required to serve the new development are projected to be substantially lower than the revenues generated, resulting in a strong positive net fiscal impact. (pp. 6-7.)

These recurring revenues would provide a stable, long-term funding source to support essential municipal services including public safety, parks and recreation, public works, and community development programs that benefit all City residents. Without the Specific Plan, the Town Center would remain subject to the City's Housing Element Site Overlay, which establishes a maximum density of 30 units per acre but does not provide the enhanced development incentives included in the Specific Plan's Inclusionary Incentive Program. The Specific Plan's incentive structure is what makes the scale of mixed-use development analyzed in the fiscal impact study—approximately 2,055 residential units and 446,000 square feet of commercial space—financially achievable, and therefore what makes the projected fiscal benefits to the General Fund realistically attainable.

C. The Specific Plan Represents a Guiding Framework for Future Development Based on Extensive Public Engagement

The Specific Plan would implement the City's 2040 General Plan, adopted by the City Council in December 2019 following a three-year process of public outreach, engagement, and participation. Throughout the General Plan update process, Diamond Bar residents consistently expressed their desire for more local access to dining, entertainment, and retail establishments, as well as for pedestrian-oriented, mixed-use activity centers. (Urban Land Institute Technical Assistance Panel Report, p. 5.) As a result, the 2040 General Plan established a new vision for a pedestrian-oriented "Town Center," where residents can enjoy activated spaces, urban housing opportunities, food-oriented retail, restaurants, and entertainment.

The Specific Plan is the result of further public input from residents and local stakeholders. (Specific Plan, § 1.10.) Through public workshops, periodic meetings, and a public website, the public was encouraged to share their thoughts on the proposed Specific Plan. (Specific Plan §§ 1.10.1-1.10.3.) Public comments and questions were noted and factored into the final plan. (Specific Plan § 1.10.3.)

The Specific Plan translates this community vision into implementable development standards and design guidelines for the Town Center Mixed Use Area. The Specific plan is "crafted to reflect the aspiration of the City's residents for a pedestrian friendly Town Center." (Specific Plan § 2.3.) To that end, the Specific Plan calls for (among other things): a "New Town Square", a public green visible from Diamond Boulevard with a civic building; a "New Main Street," a north-south street with 18' wide sidewalks and views of the San Gabriel Mountains; a "New Street Grid" that would improve street intersection density, which is in turn associated with increased walkability and decreased per capita air pollution from vehicle emissions (the existing condition is 65 intersections/square mile, the minimum density to achieve a walkable environment is 150 intersections/square mile, and the Specific Plan calls for 284 intersections/square mile); a "New Torito Lane" that would extend the existing Torito Lane around a new neighborhood green crossing and through the new public plaza; and a "New Neighborhood Adjacent to Golden Springs Drive" that integrates elevated parcels into the larger Town Center through a public, accessible grand staircase inspired by the Spanish Steps in Rome. (Specific Plan §§ 2.3.)

Without the Specific Plan, the existing zoning for the Town Center area would not implement the 2040 General Plan's vision or fulfill the community's expressed desire for a pedestrian-oriented, mixed-use Town Center with activated public spaces, diverse housing options, and walkable streets.

D. The Specific Plan Reflects Best Practices and Expert Recommendations for Town Center Development

Following adoption of the Vision 2040 General Plan, the City sought guidance from the Urban Land Institute Los Angeles (ULI-LA) to better understand market possibilities, implementation strategies, and design frameworks for the Diamond Bar Town Center. (Urban Land Institute Technical Assistance Panel Report (“TAP Report”), Diamond Bar Town Center, April 2021, p. 5.) In April 2021, ULI-LA convened a Technical Assistance Panel (“Panel”) of experts in land use, real estate development, architecture, urban design, city planning, economic analysis, and development financing to provide pro bono planning assistance. (TAP Report at p. 2.) Over a week-long process, the panel toured the site, interviewed city officials, property owners, and community members, analyzed the area, and presented findings to a joint session of the City Council and Planning Commission. (TAP Report at pp. 8-9.)

The Panel identified comparable successful projects including The Village at Totem Lake (26 acres, 850 units, 400,000 SF retail), Santana Row (42 acres, 1,200 units, 680,000 SF retail), and Santa Clara Square (92 acres, 1,300 units, 120,000 SF retail), demonstrating that mixed-use town centers of similar or larger scale have been successfully developed in other California communities. (TAP Report at pp. 20-21.) The Panel emphasized that “[a]ll over the country and world, successful town centers are surrounded by, and integrated with, denser residential densities” and concluded its vision “includes higher residential densities than currently allowed in the Vision 2040 General Plan” because “[t]hese higher residential densities would provide the benefit of creating new housing options affordable at a mix of income levels” and “[t]he resulting residential population would also drive demand for new restaurants, retail, walkability, and open and gathering spaces in the Town Center.” (TAP Report at pp. 7, 13.) The Panel recommended that the City develop a Specific Plan “that provides both the certainty to incentivize investment and the flexibility to ensure the financial feasibility of future development” and use “an urban framework to guide the cohesive redevelopment of the Town Center, with urban-sized blocks, residential density, and a priority on pedestrian movement.” (TAP Report at p. 7.)

The Specific Plan incorporates these expert recommendations through its urban street grid (284 intersections per square mile compared to the existing 65), pedestrian features including the grand staircase and 18-foot wide sidewalks, mix of uses, minimum residential density of 30 units per acre, and Inclusionary Incentive Program. By following guidance from experienced professionals who evaluated comparable successful projects, the Specific Plan increases the likelihood of achieving the community’s vision and delivering anticipated benefits.

E. The Specific Plan Leverages Unique Site Characteristics and Regional Connectivity

The Town Center site possesses exceptional characteristics that the Specific Plan would leverage to create a unique community asset. The ULI Technical Assistance Panel identified the site’s sloped topography as creating opportunities for design elements that take advantage of the natural topography while optimizing the location of parking and creating space for pedestrian plazas and paseos. (TAP Report at p. 7.) The Panel noted that “[w]ith dramatic vistas to the San Gabriel Mountains to the north, these pedestrian spaces would be lined by creative and authentic food uses—the kinds of uses that activate the atmosphere of a village, with people shopping, eating, and celebrating.” (TAP Report at p. 7.)

The Specific Plan leverages these exceptional site characteristics through deliberate design strategies and development standards. The sloped topography identified by the TAP is utilized

through the grand staircase connecting Golden Springs Drive to New Main Street to the north—a public amenity that not only provides pedestrian connectivity between upper and lower portions of the site but is envisioned as “a place in and of itself,” offering dramatic views to the San Gabriel Mountains while serving as a community gathering space. (Specific Plan § 2.3.5.) The Specific Plan’s street grid and block structure optimize parking locations by integrating structured and subgrade parking that takes advantage of the site’s grade changes, reducing surface parking from the current 2,086 spaces that dominate the site and freeing land for the pedestrian plazas, paseos, and activated street frontages recommended by the TAP.

The site’s strategic location adjacent to the SR-57 and SR-60 interchange—where approximately 350,000 vehicles traverse during a typical weekday—provides exceptional regional visibility and accessibility. (TAP Report at p. 11.) This strategic location positions the site to capture demand from a broader market area than a typical neighborhood-serving commercial center. The site is also proximate to the Gateway Corporate Center, which houses the South Coast Air Quality Management District, City Hall, and several Fortune 500 companies, supplying a high concentration of well-paying jobs and a large daytime workforce population that can support Town Center retail and dining establishments. (TAP Report at p. 10.) The Panel noted that ongoing phased improvements to the 57-60 interchange are “intended to significantly reduce congestion and collisions while also preventing overflow traffic onto the surface streets of Diamond Bar,” which would make the area more accommodating to pedestrian activity and support the Specific Plan’s vision for a walkable, mixed-use Town Center. (TAP Report at p. 11.)

The Specific Plan’s mix of uses, including up to 2,055 residential units and approximately 446,000 square feet of commercial space, is specifically scaled to take advantage of the site’s strategic location adjacent to major regional transportation corridors and proximity to the Gateway Corporate Center’s daytime workforce population, creating the critical mass of residents and daytime workers needed to support viable retail and dining establishments.

F. The Specific Plan Responds to Strong Market Demand

The Specific Plan responds to documented market demand for housing and retail uses in Diamond Bar that has been unmet for decades. Market analysis prepared by RCLCO in September 2022 found that “[d]evelopment of new housing in Diamond Bar has been limited over the past two decades” with no new apartment communities delivered in the city since 1989 and building permits decreasing precipitously between 1980 and 2000. (RCLCO Existing Conditions & Market Demand Analysis “Demand Analysis”, Diamond Bar Town Center, September 6, 2022, p. 6.) This limited inventory has resulted in historically low apartment vacancy rates of just 0.8%, and tight vacancies combined with strong rent growth averaging 5.3% between 2017 and 2021 indicate strong demand for new multifamily housing. (Demand Analysis, p. 6.) RCLCO concluded that “the market has been underdeveloped for several decades and harbors inherent unmet demand” and that “[t]he aging population of Diamond Bar is resultant of a lack of new housing” such that “the introduction of a highly stratified and master-planned housing program should induce the latent demand within the region that has been building.” (Demand Analysis, p. 6.)

The Specific Plan would address this unmet demand by implementing a targeted maximum of 2,055 residential units in diversified housing types serving residents at multiple income levels and life stages — the kind of “highly stratified and master-planned housing program” that RCLCO identified as necessary to induce the region’s latent demand. While the City’s Housing Element Site Overlay establishes the entitlement framework for residential development in the Town Center, it alone does not provide the master-planned structure, diversified product mix, or development incentives needed to capture this demand at meaningful scale. Given the City’s

current lack of a central retail corridor or true town center, the Diamond Bar Town Center has the opportunity to capture a broad demand pool for retail, dining, hospitality, and multifamily housing with limited competition. (Demand Analysis, p. 6.) By providing new housing options in a cohesive mixed-use environment—options that have been unavailable in Diamond Bar for over three decades—the Specific Plan would allow younger households to move into the community, enable existing residents to downsize while remaining in Diamond Bar, and accommodate essential workers and the daytime workforce serving the Gateway Corporate Center and other Diamond Bar employers who currently cannot afford to live in the City.

Conclusion

The City of Diamond Bar has balanced the Project's benefits against the Project's significant unavoidable impacts. The City Council finds that the proposed Project's benefits outweigh the Project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in light of the Project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, which warrants approval of the Project notwithstanding the Project's significant unavoidable impacts.

XI REFERENCES

- California Air Pollution Control Officers Association. December 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. https://caleemod.com/documents/handbook/full_handbook.pdf
- California Building Standards Commission. 2023. Revision Record for the State of California. 2022 Title 24, Part 9, California Fire Code. https://www.iccsafe.org/wp-content/uploads/errata_central/2022-California-Fire-Code-Part-9-Errata-eff.-January-2023-5590S221.pdf
- 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>
- City of Diamond Bar. 2019. Diamond Bar General Plan 2040. <https://www.diamondbarca.gov/961/General-Plan-2040>
- City of Diamond Bar. 2019. Diamond Bar General Plan 2040: Community Character & Placemaking. <https://www.diamondbarca.gov/DocumentCenter/View/7090/3-Community-Characterr?bidId=>
- City of Diamond Bar. 2022. Diamond Bar General Plan 2040 Housing Element Update 2021-2029. <https://www.diamondbarca.gov/963/Housing-Element-Update>
- City of Diamond Bar. 2023. City of Diamond Bar General Plan Update Existing Conditions Report – Volume III. https://www.diamondbarca.gov/DocumentCenter/View/7518/General-Plan-Existing-Conditions-Report---Volume-III_011017?bidId=
- City of Diamond Bar. November 21, 2023. First Amendment to the Professional Services Agreement with MNS Engineers, Inc. for the Design of Diamond Bar Complete Street Project (CIP# PW17400). City Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council. https://diamondbarca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1962&MediaPosition=&ID=3375&CssClass= (accessed January 13, 2026).
- City of Diamond Bar. December 17, 2024. Adopt Resolution Authorizing Execution of Funding Agreements for State and Federal Funding, Approve WVWD Utility Agreement, Approve LACFCD Trash Excluder Agreement and Adopt a Class 1 CEQA Exemption for the Diamond Bar Boulevard Complete Streets Project. City Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council. https://diamondbarca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=2052&MediaPosition=&ID=3615&CssClass= (accessed January 13, 2026).
- City of Diamond Bar. November 4, 2025. Award of Construction Agreement for the Diamond Bar Boulevard Complete Streets Project - CIP No. SI256 (Gentry Brothers, Inc.) and Approval of Amendment 2 to a Professional Services Agreement for Construction Management and Inspection Services (Local Agency Engineering Associates, Inc.). City

Council Agenda Report. Prepared by Daniel Fox, City Manager, for Honorable Mayor and Members of the City Council.

City of Diamond Bar. January 2026. Diamond Bar Town Center Specific Plan Mitigation Monitoring and Reporting Program.

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

County of Los Angeles Chief Executive Office. July 2011. Forty-Year Lease and Memorandum of Understanding with the City of Diamond Bar: The Diamond Bar Library, 2180 Copley Drive, Diamond Bar.

LA County Library. 2024. Where Community Happens. Strategic Plan 2024-2028. https://lacountylibrary.org/wp-content/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf (accessed December 2, 2024).

RCLCO Real Estate Consulting. 2022. Existing Conditions & Marketing Demand Analysis: Diamond Bar Town Center, Diamond Bar, California. Prepared for Torti Gallas + Partners.

Pomona Unified School District. 2015. Promise of Excellence: PUSD Strategic Plan 2015-2020. <https://4.files.edl.io/ca53/07/05/18/172730-f37a1a36-3e3f-434d-b959-ee1a9053eb45.pdf>

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

South Coast Air Quality Management District. June 2008. Appendix C, LST Mass Look-up Tables. Final Localized Significance Thresholds Methodology. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>

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.

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

2022 California Building Code, Title 24. <https://codes.iccsafe.org/content/CABC2022P1>

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