

or has entered into an AB 2926 authorized school fee mitigation agreement or is not subject to the school impact fee exaction.

- (g) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no additional standard conditions and/or mitigation measures are recommended or required.

5.9.7 Environmental Effect: Project implementation will increase the resident population of the City, including the number of school-age children, incremental increasing existing spatial and resource demands placed on the Diamond Bar Public Library (Public Services Impact 9-7).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative public services and facilities impacts are addressed in Section 4.9 (Public Services and Facilities) in the FEIR and that analysis is incorporated by reference herein.
- (b) The Diamond Bar Library is 9,935 gross square feet in size and houses a collection consisting of 89,446 books and other library materials.
- (c) The County Library's current service level guidelines for planning purposes are a minimum of 0.50 gross square foot of library facility space per capita and 2.75 items (books and other library materials) per capita. Based on an estimated service area population of 56,233 persons, as derived from United States Census data, the Diamond Bar Library would need a 28,115 square foot facility and 154,640 items in order to meet that standard.
- (d) The proposed project is projected to add about 662 new residents to the City. That population increase would create additional demand for library service and would further affect the County Library's ability to adequately serve the existing and future residents of the Diamond Bar Library's service area. Based on the County Library's service level guidelines, based on project-related demand, the Diamond Bar Library would require an additional 331 gross square feet of facility space and an additional 1,820 new items (books and other library materials).
- (e) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions and/or mitigation measures are recommended or required.

5.9.8 Environmental Effect: Project implementation will increase the resident population of the City of Diamond Bar and generate a projected need for 2.12 acres (approximately 92,390 square feet) of additional parkland within the City (Public Services Impact 9-8).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative public services and facilities impacts are addressed in Section 4.9 (Public Services and Facilities) in the FEIR and that analysis is incorporated by reference herein.
- (b) Section 21.32.040 (Park Land Dedications and Fees) in Chapter 21.32 (Subdivisions) of the Municipal Code provides for the dedication of real property and/or the payment of in-lieu fees to the City for park and recreational purposes.

In accordance therewith, the proposed 202 dwelling units (assuming the classification of those units as multi-family dwellings) would generate a need for 2.12 acres (approximately 92,390 square feet) of additional parkland within the City.

- (c) As specified in Section 21.32.040(e)(2), only the payment of fees shall be required in subdivisions of 50 parcels or less, except that when a condominium project, stock cooperative, or community apartment project exceeds 50 dwelling units, dedication of land may be required even though the number of actual parcels may be less than 50. Although the proposed development plan does not include a public recreational component, the City is authorized to require real property dedication rather or in addition to the payment of park fees.
- (d) Although none of the threshold criteria would be exceeded, the Lead Agency has identified a standard condition of approval (Condition of Approval 9-8) specifying that, prior to the approval of the final subdivision map, pursuant to Section 21.32.040 (Park Land Dedications and Fees) in Chapter 21.32 (Subdivisions) of the Municipal Code, in-lieu park fees shall be paid to the City in the manner and in the amount authorized thereunder.
- (e) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no additional standard conditions and/or mitigation measures are recommended or required.

5.9.9 Environmental Effect: The approval of other reasonably foreseeable future development projects within the general project area will increase existing demands on the Los Angeles County Sheriff's Department and on the Los Angeles County Fire Department, increase the number of school-aged children served by the Walnut Valley Unified School District, and increase the demand for park and recreational facilities within the City (Public Services Impact 9-9).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative public services and facilities impacts are addressed in Section 4.9 (Public Services and Facilities) in the FEIR and that analysis is incorporated by reference herein.
- (b) Based on a Statewide, regional, areawide, or local assessment of need, public agencies have the ability to construct new facilities, purchase new equipment, and add personnel in response to identified demand. Local agencies have the ability to deny or condition individual development applications based on their assessment of potential project-related impacts upon law enforcement and fire protection agencies, facilities, and personnel. Public agencies have the ability to respond to those changes through increases or decreases in annual budgetary allocations provided to police and fire protection agencies, including the LACSD and LACFD.
- (c) As indicated in the WVUSD's current fee justification study, based on the application of the State-approved cohort survival method, it is estimated that student enrollment within the WVUSD will decrease from 15,485 Grade K-12 students in the fall of the 2008 school year to 15,414 students in the 2011 school year, representing an increase of 75 Grade K-6 students and a decrease of 79 Grade 7-12 students. Alternatively, based on the application of the pupil per dwelling unit multiplier method, it is estimated that student enrollment will

increase from 15,485 Grade K-12 students in the fall of the 2008 school year to 15,599 students in the 2016 school year, representing an increase of 49 Grade K-6 students and an increase of 50 Grade 7-12 students.

- (d) The WVUSD's current fee justification study concluded that no new school sites would need to be acquired and no new school facilities would need to be constructed to accommodate projected student population projections through at least 2023.
- (e) All qualifying residential and non-residential development projects located within the WVUSD's district boundaries are required to pay school impact fees. Notwithstanding the findings of the WVUSD's fee justification analysis, the payment of applicable school impact fees or the execution of an AB 2926 mitigation agreement constitutes full and complete mitigation for project-related impacts on WVUSD facilities.
- (f) In November 2007, the area's voters approved General Obligation Bond Measure S (\$64.6 million Academic Facilities Measure) and Measure Y (\$15.2 million Physical Education Facilities Measure). As a result of those ballot measures, WVUSD schools will receive needed repairs and upgrades.
- (g) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions and/or mitigation measures are recommended or required.

5.10 Utilities and Service Systems

5.10.1 Environmental Effect: Wastewater collection facilities do not presently exist on the project site and will not be available until the infrastructure improvements required to accommodate the proposed land uses are constructed (Utilities and Service Systems Impact 10-1).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative utilities and service systems impacts are addressed in Section 4.10 (Utilities and Service Systems) in the FEIR and that analysis is incorporated by reference herein.
- (b) The provision of potable water and toilet facilities is required under United States Department of Labor Occupational Safety and Health Administration (OSHA) (29 CFR 1926.51) and California Department of Industrial Relations, Division of Industrial Safety (Cal/OSHA) (Section 1524-1526, CCR) standards.
- (c) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions or mitigation measures are recommended or required.

5.10.2 Environmental Effect: The project's residential and commercial components are projected to generate approximately 89,435 gallons of wastewater per day (0.09 mgd). Applying a peaking factor of 2.7, the peaked flow rate would be about 241,475 gallons of wastewater per day (0.25 mgd) (Utilities and Service Systems Impact 10-2).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative utilities and service systems impacts are addressed in Section 4.10 (Utilities and Service Systems) in the FEIR and that analysis is incorporated by reference herein.
- (b) The County Sanitation Districts of Los Angeles County (CSDLAC or Districts) has formulated average wastewater generation rates for a variety of land uses. The CSDLAC projects that for "condominium" units, each unit will generate approximately 195 gallons of wastewater per day (gpd). Based on that generation rate, the project's 202 dwelling units are projected to generate approximately 39,390 gpd of wastewater or 0.04 million gallons per day (mgd).
- (c) For the purpose of this analysis, a "shopping center" has been assumed. The CSDLAC's sewage generation rate for a "shopping center" is estimated to be 325 gallons/day/1,000 square feet (ft²). Based on shopping center containing 153,985 gross leasable square feet, an estimated 50,045 gpd (0.05 mgd) of wastewater would be generated daily. When projected residential and commercial wastewater estimates are combined, approximately 89,435 gpd (0.09 mgd) of wastewater would be generated daily.
- (d) Peak daily flow rates are higher than daily rates and serve as the basis for facility planning. Applying a peaking factor of 2.7, the peak flow rate would be about 241,475 gpd (0.25 mgd).
- (e) The project generally gravity flows sewage toward the west portion of the property. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the CSDLAC, for conveyance to the Districts No. 21 Outfall Trunk Sewer, located in Brea Canyon Road at Via Sorella. This 18-inch diameter trunk sewer has a design capacity of 12.3 mgd and conveyed a peak flow of 4.9 mgd when last measured in 2005. Assuming that peak flow rates have not changed substantially since 2005, even with the proposed project's projected contribution (0.25 mgd), sufficient capacity exists in the Districts No. 21 Outfall Truck Sewer to readily accommodate the proposed development.
- (f) Although none of the threshold criteria would be exceeded, the Lead Agency has identified a standard condition of approval (Condition of Approval 10-1) specifying that, prior to the issuance of any grading permits, a sewer area study, prepared by a licensed civil engineer registered in the State of California, be submitted to and approved by the City Engineer and the County.
- (g) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no additional standard conditions or mitigation measures are recommended or required.

5.10.3 Environmental Effect: Implementation of the proposed project and other related projects would impose cumulative impacts on those sewage collection and disposal facilities located in the general project area (Utility and Service Systems Impact 10-3).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative utilities and service systems impacts are addressed in Section 4.10 (Utilities and Service Systems) in the FEIR and that analysis is incorporated by reference herein.
- (b) At the project-specific level, local agencies require project proponents to assess

the impacts of proposed projects on existing sewer facilities, on an as-needed basis. Those analyses are conducted to identify any site-specific or project-specific improvements that may be required to the local and/or CSDLAC's sewer systems that may be needed to handle increased sewage flows attributable to each project. As required, all related projects must construct any requisite local wastewater improvements needed to handle their respective flows.

- (c) CSDLAC facilities are sized and improvements phased to serve population and economic development in accordance with forecasts adopted by SCAG. Projects that are consistent with SCAG growth forecasts can be adequately served by existing and planned CSDLAC facilities.
- (d) In order to fund planned improvements, each new project within the County is required to pay connection fees to the CSDLAC. These fees are used to finance future expansions and upgrades to the regional trunk sewer system and wastewater treatment facilities.
- (e) Since none of the threshold criteria would be exceeded, the identified impact would be less than significant and no standard conditions or mitigation measures are recommended or required.

5.11 Cultural Resources

5.11.1 Environmental Effect: Construction activities can result in the irretrievable loss or damage to any prehistoric, historic, or paleontological resources that may exist within the area of proposed disturbance (Cultural Resources Impact 11-1).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative cultural resources impacts are addressed in Section 4.11 (Cultural Resources) in the FEIR and that analysis is incorporated by reference herein.
- (b) Information and analysis concerning the existing cultural resources setting, including an assessment of project-related impacts, is presented in "Phase I Cultural and Paleontological Resource Assessment of the Proposed Site D Development, Los Angeles County, California" (PCR Services Corporation, January 24, 2008).
- (c) No prehistoric archaeological resources have been previously recorded within one mile of the project site and no prehistoric resources were identified on the subject property during the pedestrian survey.
- (d) Results of the historic aerial photograph and topographic map review revealed that a structure (HS-1) was once located within the boundaries of the project site that was associated with the historic Diamond Bar Ranch Headquarters Compound. The Compound included the residence of Frederick E. Lewis, who owned and operated the Diamond Bar Ranch. There is a moderate potential for the site to retain buried domestic or ranch maintenance components such as trash pits, privy holes, and similar features.
- (e) Results of the pedestrian survey revealed the identification of a historical archaeological site, consisting of more than 15 non-native eucalyptus trees and concrete debris concentration likely associated with the former location of HS-1. The significance of that site with respect to CEQA is considered to be undetermined.

- (f) Based on the potential presence of significant cultural resources impacts, a number of mitigation measures (Mitigation Measures 11-1 through 11-3) have been included in the FEIR and adopted or likely to be adopted in the MRMP requiring that, prior to the issuance of a grading permit, a qualified archaeologist be retained to monitor all vegetation removal and ground disturbance to a depth of three feet within specified areas. If cultural resources are identified during monitoring of the ground disturbing activities, the archaeologist shall temporarily divert or redirect grading or excavation activities in the vicinity of those resources in order to make an evaluation of the find and determine appropriate treatment. If human remains are encountered unexpectedly during construction excavation and grading activities, Section 7050.5 of the Health and Safety Code (HSC) requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Section 5097.98 of the PRC. Implementation of those measures will reduce identified impacts to below a level of significance.

5.11.2 Environmental Effect: Ground disturbance activities could result in impacts to on-site paleontological resources, including fossil remains, from the Puente Formation (Cultural Resources Impact 11-2).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative cultural resources impacts are addressed in Section 4.11 (Cultural Resources) in the FEIR and that analysis is incorporated by reference herein.
- (b) Results of the paleontological resources records search revealed that the study area is underlain by the Puente Formation (also known as the Monterey Formation in the region), which is a formation known to contain diverse and well-preserved marine vertebrate fossils. The results of the pedestrian survey confirmed the exposure of the Puente Formation on the project site identified four fossil localities in backdirt piles from geotechnical core sampling. The project site is considered to be highly sensitive for paleontological resources.
- (c) Based on the potential presence of significant cultural resources impacts, a number of mitigation measures (Mitigation Measures 11-4 through 11-8) have been included in the FEIR and adopted or likely to be adopted in the MRMP requiring that, prior to the issuance of a grading permit, a qualified paleontologist meeting the qualifications established by the Society of Vertebrate Paleontologists be retained to develop and implement a paleontological monitoring plan. A paleontological monitor, supervised by the paleontologist, shall monitor all excavations in the Puente Formation or excavations anticipated to extend into the Puente Formation. The paleontologist shall prepare a final report on the monitoring. If fossils were identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the City and the Natural History Museum of Los Angeles County and shall accompany any curated fossils. Implementation of those measures will reduce identified impacts to below a level of significance.

5.11.3 Environmental Effect: Grading activities conducted on other sites located within the general project area could result in impacts to any historic or prehistoric resources that

may be located thereupon. In addition, earth-moving activities conducted on other undisturbed sites containing the Puente Formation could result in the loss of recoverable paleontological resources (Cultural Resources Impact 11-3).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative cultural resources impacts are addressed in Section 4.11 (Cultural Resources) in the FEIR and that analysis is incorporated by reference herein.
- (b) All cumulative project activities remain subject to site-specific environmental review and must fully conform to and comply with all applicable local, State, and federal requirements. Compliance with those requirements will ensure that all related project-specific and cumulative impacts upon prehistoric, historic, and paleontological resources are mitigated to a less-than-significance level.
- (c) Since none of the threshold criteria would be exceeded, the identified impact would be less than significant and no standard conditions or mitigation measures are recommended or required.

5.12 Aesthetics

5.12.1 Environmental Effect: Excluding those areas that will be retained as open space, the project site will take on a distinctively urban physiographic character as existing vegetation is removed, construction equipment introduced onto the site, hillside areas recontoured, new uses are introduced, and other physical modifications occur (Aesthetic Impact 12-1).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative aesthetics impacts are addressed in Section 4.12 (Aesthetics) in the FEIR and that analysis is incorporated by reference herein.
- (b) The proposed development will consist of three mass-graded "super pads," including one proposed commercial pad (with an area of about 10.09 acres) and two proposed residential pads (ranging in area from about 4.02 to 6.05 acres). The pads will be developed by balanced cut and fill grading. Cuts will range from less than five feet to about 40 feet high. Fill slopes will range in height from a few feet to approximately 60 feet down-slope from the upper residential pad to Diamond Bar Boulevard.
- (c) City policies encourage the use of contour grading and landform grading techniques in order to create more naturalized engineered slope areas. Proposed grading activities seek to apply these contour grading principals to the proposed engineered slope areas, creating, where practical, curvilinear features that produce a visual transition between engineered and natural open space areas.
- (d) Although construction is short-term in duration, it serves as precursors to the long-term visual changes that will occur as a result of those activities. During development, construction activities may appear disharmonious with the current perception of the existing property as an open-space area. At the end of the

- construction term, the site will take on a distinctively urban character and shall generally be perceived as an urban use.
- (e) Based on the City's interpretation and general application of the visual resource assessment methodology outlined in the Bureau of Land Management's (BLM) "Visual Resource Management Program" (BLM, 1986), construction-induced changes would be considered adverse but less than significant.
 - (f) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no project conditions or mitigation measures are recommended or required.

5.12.2 Environmental Effect: The project's implementation will alter the site's existing topography and necessitate the construction of numerous retaining walls (Aesthetic Impact 12-2).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative aesthetics impacts are addressed in Section 4.12 (Aesthetics) in the FEIR and that analysis is incorporated by reference herein.
- (b) Variable height Loffel (Loffelstein) retaining walls, ranging from several feet to about 23 feet high, are proposed near the mid-slope of the 2:1 fill slopes between each of the super pads. Although the proposed retaining walls exceeds the height limitations specified in Sections 22.20.040, 22.22.080(b)-(c), and 22.52.020 of the Municipal Code, the proposed walls would be authorized under the provisions of the proposed specific plan.
- (c) Large retaining walls, absent integrated landscaping and irrigation, can become dominant visual elements that produce a sharp contrast between retained natural features and introduced cultural modifications. All walls over eight feet in height are cribwalls designed to incorporate landscaping as an integral design element.
- (d) Although none of the threshold criteria would be exceeded, the Lead Agency has identified a standard condition of approval (Condition of Approval 12-1) specifying that the specific plan include design details, acceptable to both the City Engineer and to the Community Development Director, for all proposed retaining walls. Retaining wall plans shall include landscape and irrigation details sufficient to ensure that each of those elements are, as appropriate, integrated into wall design and that the interrelationship between those elements are considered from structural integrity and aesthetic viewpoints.
- (e) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no additional standard conditions and/or mitigation measures are recommended or required.

5.12.3 Environmental Effect: The introduction of new residential and commercial uses will add new sources of artificial lighting to the project site and could result in light trespass extending beyond the project boundaries (Aesthetic Impact 12-3).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative aesthetics impacts are addressed in Section 4.12 (Aesthetics) in the FEIR and that analysis is incorporated by reference herein.
- (b) The Illuminating Engineering Society of North America (IESNA) has established recommended outdoor lighting illumination levels. Lighting that conform to those standards would be assumed to produce a less-than-significant impact.
- (c) As defined by the IESNA and the International Darksky Association (IDA), a widely used light trespass standard specifies that an appropriate standard is to limit the exterior lighting originating on a property to a maximum of 0.5 horizontal foot candles (HFC) at a distance of 25 feet beyond the property lines.
- (d) Based on the potential presence of significant aesthetic impacts, a mitigation measure (Mitigation Measure 12-1) have been included in the FEIR and adopted or likely to be adopted in the MRMP requiring that pole-mounted or wall-mounted luminaires installed for the purpose of illuminating commercial areas, parking lots, roadways, and driveways, conform to appropriate lighting standards and demonstrate that light trespass not exceed 0.5 HFC, as measured at the project boundaries abutting any existing residential use. Implementation of that measure will reduce identified impacts to below a level of significance.

5.12.4 Environmental Effect: Much of the San Gabriel Valley is already highly urbanized and the area's remaining open-space areas take on greater visual significance as a respite to the dominance of urban development (Aesthetic Impact 12-4).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative aesthetics impacts are addressed in Section 4.12 (Aesthetics) in the FEIR and that analysis is incorporated by reference herein.
- (b) The City and other municipalities located within the County formulate long-range planning documents with the intent of directing development and redevelopment activities to those areas most conducive to growth, based on a variety of planning considerations. Separate formal planning and environmental review processes exist when a development proposal seeks to modify those adopted long-range plans.
- (c) No development is authorized to occur in the absence of compliance with adopted agency plans and policies and in the absence of appropriate environmental review. Compliance with and conformity to adopted plans and policies helps to mitigate the potential cumulative impacts produced by the visual changes to existing landscapes associated with future development and redevelopment activities. While the further intensification of the region may constitute an adverse impact, the incremental and inevitable changes resulting from those activities would not be deemed a significant cumulative impact on the region's existing visual resources.
- (c) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions and/or mitigation measures are recommended or required.

5.13 Growth Inducement

5.13.1 Environmental Effect: Because the project includes both an amendment to the "City of Diamond Bar General Plan" and the adoption of a specific plan, the project may result in

on-site development activities that exceed current development assumptions and necessitate the provision of unplanned services and facilities beyond the project boundaries (Growth Inducement Impact 13-1).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative growth-inducing impacts are addressed in Section 4.13 (Growth Inducement) in the FEIR and that analysis is incorporated by reference herein.
- (b) California State law requires that every city and county prepare and adopt a long-term, comprehensive general plan for its future development. The general plan serves as a "constitution for development" and the foundation upon which all land-use decisions in a city or county are to be based.
- (c) Implementation of the proposed project will change existing land-use policies with regards to the allowable use of the project site, resulting in an intensification of uses within the City beyond that now envisioned in the City General Plan. Since planning for public services is, in whole or in part, based on existing and projected demands for those services, changes in public land-use policies have the potential to impose additional unplanned demands upon those services and facilities.
- (d) Although the site is designated for public facilities, the public facility provider which owns the majority of the project site has declared the property to be surplus and not required for public facility use. As such, although project implementation will result in a modification to existing land-use policies, the resulting use is not anticipated to necessitate the provision of unplanned services and facilities beyond the project boundaries.
- (e) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions and/or mitigation measures are recommended or required.

5.13.2 Environmental Effect: (Growth Inducement Impact 13-2).

Finding: The City Council hereby makes Finding (1).

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) Project-related and cumulative growth-inducing impacts are addressed in Section 4.13 (Growth Inducement) in the FEIR and that analysis is incorporated by reference herein.
- (b) The construction of 202 dwelling units and the introduction of 153,985 square feet of commercial use will increase the City's population by an estimated 662 individuals and directly create an estimated 462 new permanent jobs.
- (c) The size and duration of the proposed project is not sufficient to predicate any substantial in-migration of new workers into the general project area. The project's incremental contribution to localized, regional, and national employment opportunities would not create substantial significant secondary impacts.

- (d) Project implementation will, therefore, not result in the removal of economic, physical, and/or political constraints affecting either the project site or other near-site properties.
- (e) With the exception of off-site traffic improvements, the project does not include the expansion of any infrastructure systems that would accommodate additional off-site development. The traffic improvements identified as mitigation measures herein serve to accommodate the proposed project, ambient growth, and other related projects.
- (f) Since none of the threshold of significance criteria would be exceeded, the identified impact would be less than significant and no standard conditions and/or mitigation measures are recommended or required.

6.0 FINDINGS REGARDING MITIGATION REPORTING AND MONITORING PROGRAM

The City Council has adopted or will likely adopt the MRMP set forth in the FEIR. The City Council hereby finds that the MRMP meets the requirements of Section 21081.6 of CEQA and Sections 15097 and 15126.4 of the State CEQA Guidelines.

7.0 FINDINGS REGARDING PROJECT ALTERNATIVES NOT SELECTED FOR IMPLEMENTATION

The City Council recognizes that the SDSP will result in significant unavoidable environmental impacts that cannot be feasibly reduced to below a level of significance. The City Council finds that: (1) due to specified economic, legal, social, technological, and other considerations, each of the project alternatives examined in the FEIR are infeasible; (2) each of the project alternatives examined in the FEIR will not fulfill the identified project's stated objectives; and/or (3) each of the project alternatives examined in the FEIR will not feasibly result in the avoidance of any of the unmitigable significant or potentially significant environmental impacts associated with the proposed project.

7.1 Alternative No. 1 ("No Project" Alternative)

Alternative Project Description: Under this alternative no physical changes to the project site would occur, the property would remain in its present condition, and no new development activities or other public improvements would occur thereupon. No grading or other landform modifications would occur. Maintenance activities, including weed abatement, would routinely be performed and the existing level of use would continue generally in the manner now experienced. In keeping with the general intent of this alternative, one possible variation would involve the use of a sufficient portion of the City Property to allow for the development of street improvements to the Brea Canyon Road/Diamond Bar Boulevard intersection.

Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City Council finds that the "No Project" alternative is "environmentally superior" to the proposed project since it would, at least in the short term, result in the avoidance of those significant construction, operational, and cumulative air quality impacts associated with the proposed project.

Facts in Support of Finding: The following facts are presented in support of this finding:

- (a) The City's analysis of project alternatives is presented in Section 6.0 (Alternatives Analysis) in the FEIR and that analysis is incorporated by reference herein.
- (b) Under this alternative, no new housing units and no new commercial square footage would be constructed on the project site.
- (c) The "no project" alternative generally reflects the conditions and associated environmental impacts that would predictably occur should the Lead Agency elect to either deny the proposed project or fail to take affirmative action on the proposed application, resulting in, at least, the short-term retention of the site in its existing condition. The denial of the current development application or the cessation of current process would, however, neither preclude the submission of a subsequent development application either by the current project proponent or another party nor ensure the site's retention as an open space area.
- (d) With regards to construction air quality impacts, under the proposed project, combined emissions of reactive organic gases (ROG) were estimated at 136.02 pounds/day. Since that value exceeds the SCAQMD's recommended threshold criteria, construction impacts would be deemed to be significant. Since, under the "no project" alternative, no development would occur on the site, construction emissions would be eliminated and short-term air quality impacts would be reduced to a less-than-significant level.
- (e) With regards to operational air quality impacts, the proposed project is projected to create ROG, oxides of nitrogen (NOx), and carbon dioxide (CO) emissions in excess of SCAQMD's suggested daily threshold criteria. Since, under the "no project" alternative, no development would occur on the project site, operational emissions would be eliminated and long-term air quality impacts would be reduced to a less-than-significant level.
- (f) With regards to cumulative air quality impacts, independent of the Lead Agency's actions concerning the project site, related project activities will continue to incrementally contribute to regional air emissions within the SCAB. However, since site-specific contributions will not add to those conditions, cumulative air quality impacts would be deemed to be less than significant.

Effectiveness in Meeting Project Objectives: The City Council finds that the "No Project" alternative would not substantially meet the stated project objectives.

Feasibility: Although a substantial portion of the project site is owned by the District, the District has declared the District Property surplus and seeks to dispose of their real property holdings in order to raise funds for other eligible expenditures. As stipulated in the MOU between the City and the District, upon the approval of the specific plan for the development of Site D (if such approval were to occur), the "District agrees to use its best efforts to sell the School Property as entitled by the City for the fair market value, in accordance with the provisions of California Education Code commencing with Section 17455. City agrees to use its best efforts to sell the City Property for the fair market value. The parties agree to cooperatively work with each other to coordinate the sale of Site D." In the absence of public and/or private purchase of the project site for the purpose of open space preservation, there exists no mechanism to ensure the long-term preservation of the project site in an undeveloped condition. As a result, absent that participation, the "No Project" alternative is deemed to be infeasible.

7.2 Alternative No. 2 ("Public Facilities" Alternative)

Alternative Project Description: The District Property is presently designed "Public Facilities (PF)" in the General Plan. Although there exists no corresponding zoning designation which relates exclusively to public facilities, this alternative is predicated upon the geographic expansion of that General Plan designation across the entire project site and the development of the property in accordance with the declared intent of that General Plan designation. For the purpose of this alternatives analysis, under this alternative, it is assumed that the estimated developable area of the project site (20.2 acres) is developed at a floor-area-ratio of 0.25. Under this alternative, a total of 220,000 square feet of public facilities use would be developed on the project site. For the purpose of CEQA compliance, the FEIR assumed the sale of the project site to a private entity, such as a religious organization or operator of a parochial school.

Under this alternative; the project site would be developed to include a 73,000 square foot (500-student) private school and a 147,000 square foot (2,500-seat) church. A fellowship area would be developed within the sanctuary building which would be made available for public use as a banquet facility. Improvements would include a parochial school campus, including classrooms, library, and approximately 12,000 square foot (1,000-seat capacity) multi-purpose auditorium, outdoor recreational facilities, offices and administrative facilities, maintenance area, and caretaker's residence. The gymnasium would serve the private school and be available for the community for use after school hours, including after school programs administered by the Boys and Girls Club or similar organization. In addition, once operational, other on-site activities are assumed to include non-residential child-care services, family-care services, activities and uses catering to youth groups, music and drama ministries, counseling, prayer meetings, bible study, nutrition programs, homeless outreach and assistance programs, and other associated educational, job training, and community services activities. The campus would also contain 6,000 square feet of retail uses (book store).

Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City Council finds that the "Public Facilities" alternative is "environmentally superior" to the proposed project since it would result in the avoidance or substantial reduction of those significant operational air quality impacts associated with the proposed project.

Facts in Support of Findings: The following facts are presented in support of this finding:

- (a) The City's analysis of project alternatives is presented in Section 6.0 (Alternatives Analysis) in the FEIR and that analysis is incorporated by reference herein.
- (b) Implementation of this alternative will result in the generation of approximately 2,478 daily vehicle trips during a typical weekday, including 336 AM peak-hour trips. In comparison, the proposed project is forecast to generate approximately 9,276 daily two-way vehicle trips, including 272 trips during the weekday AM and 650 trips during the PM peak hours.
- (c) Based on the nature of this alternative, trip generation characteristics would differ between weekdays and on Sunday. Based on the Sunday operation, this alternative would generate approximately 5,508 daily (Sunday) vehicle trips, including 1,412 AM peak-hour trips. In comparison, the proposed project is forecast to generate approximately 9,276 daily two-way vehicle trips, including 272 trips during the weekday AM and 650 trips during the PM peak hours.

- (d) With regards to construction air quality impacts, under the proposed project, combined emissions of ROG were estimated at 136.02 pounds/day. Since this value exceeds the SCAQMD's recommended threshold criteria, construction impacts would be deemed to be significant. Although, under this alternative, on-site development activities may be reduced (220,000 square feet of public facility use as compared to 153,985 square feet of neighborhood-serving commercial use and 202 dwelling units), maximum daily construction activities would be anticipated to be similar. As a result, construction air quality impacts would be assumed to be similar to those associated with the proposed project and would remain significant.
- (e) With regards to operational air quality impacts, the proposed project is projected to create ROG, NOx, and CO emissions in excess of the SCAQMD suggested daily threshold criteria. Implementation of this alternative would result in the generation of approximately 2,478 daily vehicle trips during a typical weekday (compared to 9,278 daily two-way vehicle trips associated with the proposed project), including 336 AM peak-hour trips (compared to 650 PM peak-hour trips associated with the proposed project). As a result, under this alternative, mobile source emissions would be substantially reduced. For the purpose of this alternatives analysis, it is assumed that operational air quality impacts would be reduced to a less-than-significant level.
- (f) With regards to cumulative air quality impacts, related project activities, in combination with this alternative's construction and operation, would incrementally contribute to regional air emissions within the SCAB. Under the SCAQMD's recommended methodology, development activities that generate significant air quality impacts are also assumed to generate significant cumulative air quality impacts.

Effectiveness in Meeting Project Objectives: The City Council finds that the "Public Facilities" alternative would not substantially meet the stated project objectives to facilitate residential development on a minimum of 50 percent of the usable acreage, and commercial development on 50 percent of the usable acreage. Moreover, insofar as public facilities are owned and run by tax exempt entities, development pursuant to the "Public Facilities" alternatives would not only fail to provide a desirable level of sales tax revenue, but may also cause the property to be removed from the property tax rolls.

Feasibility: Excluding economic considerations which were not addressed in the FEIR, the City Council finds that the "Public Facilities" alternative is feasible.

7.3 Alternative No. 3 ("Community Commercial" Alternative)

Alternative Project Description: Under this alternative, the project site would be developed for commercial use in accordance with the "Neighborhood Commercial (C-1)" standards outlined in Chapter 22.10 (Commercial/Industrial Zoning Districts) of the Municipal Code. As specified in Section 22.10.020 (Purpose of Commercial/Industrial Zoning Districts) therein, the C-1 zoning district is applied to areas appropriate for a wide range of retail shopping and service uses, primarily intended to serve the needs of City residents. The allowable floor-area-ratio (FAR) for non-residential development shall be from 0.25 to 1.00 (Section 21.10.040). Based on a FAR of 0.35 applied to the estimated net acreage (20.2 net acres), a total of 307,969 square feet of commercial use would be developed on the project site. The site would be developed as a multi-tenant center including one or more "big-box" uses and a number of out-pads. Except as provided in

the Municipal Coe, building heights would not exceed 35 feet. On-site parking would be provided at a ratio of one space for each 300 square feet of gross floor area plus one space for each 1,000 square feet of outdoor display area (Section 22.30.030). The alternative-specific grading plan could closely replicate that associated with the SDSP.

Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City Council finds that the "Community Commercial" alternative is not "environmentally superior" to the proposed project since it would not result in the avoidance or substantial reduction of those significant construction, operational, and cumulative air quality impacts associated with the proposed project.

Facts in Support of Findings: The following facts are presented in support of this finding:

- (a) The City's analysis of project alternatives is presented in Section 6.0 (Alternatives Analysis) in the FEIR and that analysis is incorporated by reference herein.
- (b) With regards to construction air quality impacts, under the proposed project, combined emissions or ROG were estimated at 136.02 pounds/day. Since this value exceeds the SCAQMD's recommended threshold criteria, construction impacts would be deemed to be significant. Under this alternative, on-site development activities may be increased (307,969 square feet of neighborhood-serving commercial use as compared to 153,985 square feet of comparable commercial use and 202 dwelling units). However, because mass grading of the project site would be required to create building pads and an on-site circulation system, maximum daily construction activities would be anticipated to be similar. As a result, construction air quality impacts would be assumed to be similar to those associated with the proposed project and would remain significant.
- (c) With regards to operational air quality impacts, the proposed project is projected to create ROG, NOx, and CO emissions in excess of the SCAQMD suggested daily threshold criteria. Under this alternative, the resulting retail shopping center is projected to generate substantially greater volumes of peak hour and daily vehicle trips than the proposed residential and commercial development. Notwithstanding the elimination of 202 dwelling units, the doubling of the square footage of on-site commercial uses would result in a net increase in the number of peak hour and daily vehicle trips generated under this alternative. Based on that increase in alternative-related traffic, operational air quality impacts would be projected to remain significant.
- (d) With regards to cumulative air quality impacts, related project activities, in combination with this alternative's construction and operation, would incrementally contribute to regional air emissions within the SCAB. Under the SCAQMD's recommended methodology, development activities that generate significant air quality impacts are also assumed to generate significant cumulative air quality impacts.

Effectiveness in Meeting Project Objectives: The City Council finds that the "Community Commercial" alternative would not substantially meet the stated project objectives in that it would not provide for the requisite percentage of residential development.

Feasibility: Excluding economic considerations which are not addressed in the FEIR, the City Council finds that the "Community Commercial" alternative is feasible.

7.4 Alternative No. 4 ("Low-Density Residential" Alternative)

Project Description: The eastern portion of the project site is zoned "Low Density Residential (R-1-7,500)" on the City's Official Zoning Map. This alternative is predicated upon the geographic expansion of the "Low Density Residential (RL)" zoning designation within the estimated developable area of the project site (20.2 net acres) at a density of 3 dwelling units per acre. Under this alternative, a total of about 60 single-family detached and/or single-family attached units would be developed on the project site. Under this alternative, the alternative-specific grading plan could closely replicate that associated with the SDSP.

Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City Council finds that the "Low-Density Residential" alternative is "environmentally superior" to the proposed project since it would result in the avoidance or substantial reduction of those significant operational air quality impacts associated with the proposed project.

Facts in Support of Findings: The following facts are presented in support of this finding:

- (a) The City's analysis of project alternatives is presented in Section 6.0 (Alternatives Analysis) in the FEIR and that analysis is incorporated by reference herein.
- (b) With regards to construction air quality impacts, under the proposed project, combined emissions of ROG were estimated at 136.02 pounds/day. Since this value exceeds the SCAQMD's recommended threshold criteria, construction impacts would be deemed to be significant. Under this alternative, on-site development activities may be substantially decreased (60 dwelling units compared to 153,985 square feet of commercial use and 202 dwelling units). However, because mass grading of the project site would be required to create building pads and an on-site circulation system, maximum daily construction activities would be anticipated to be similar. As a result, construction air quality impacts would be assumed to be similar to those associated with the proposed project and would, therefore, remain significant.
- (c) With regards to operational air quality impacts, the proposed project is projected to create ROG, NOx, and CO emissions in excess of the SCAQMD suggested daily threshold criteria. Residential projects generate substantially lower volumes of peak hour and daily vehicle trips that comparably sized retail shopping center projects. Similarly, although some differences exist based on the type of residential development proposed, projects with fewer dwelling units can be assumed to generate a lesser number of peak hour and daily vehicle trips that projects with a greater number of dwelling units. As a result, under this alternative, mobile source emissions would be substantially reduced. For the purpose of this alternatives analysis, it is assumed that operational air quality impacts would be reduced to a less-than-significant level.
- (d) With regards to cumulative air quality impacts, related project activities, in combination with this alternative's construction and operation would incrementally contribute to regional air emissions within the SCAB. Under the SCAQMD's recommended methodology, development activities that generate significant air quality impacts are also assumed to generate significant cumulative air quality impacts.

Effectiveness in Meeting Project Objectives: The City Council finds that the "Low-Density Residential" alternative would not substantially meet the stated project objectives in that it would not provide for the requisite percentage of commercial development. Moreover, as a result of Diamond Bar's very limited land inventory, a low density alternative would not only cause the City to lose substantial ground in fulfilling its housing growth need on a site properly suited for higher density housing, but it would increase the burden on other available and potentially available (i.e. those which need to be rezoned during the current Housing Element period) sites to reach the City's RHNA targets.

Feasibility: Excluding economic considerations which are not addressed in the FEIR, the City Council finds that the "Low-Density Residential" alternative is feasible.

7.5 Alternative No. 5 ("High-Density Residential" Alternative)

Project Description: Under this alternative, the project site would be developed for residential use in accordance with the "High Density Residential" (RH) standards outlined in Chapter 22.08 (Residential Zoning Districts) of the Municipal Code. As specified, the maximum allowable density in this district is 20 dwelling units per acre. Based on the estimated net acreage (20.2 net acres), a total of approximately 404 dwelling units could be constructed on the property. Under this alternative, the alternative-specific grading plan could closely replicate that associated with the SDSP.

Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City Council finds that the "High-Density Residential" alternative is "environmentally superior" to the proposed project since it would result in the avoidance or substantial reduction of those significant operational air quality impacts associated with the proposed project.

Facts in Support of Findings: The following facts are presented in support of this finding:

- (a) The City's analysis of project alternatives is presented in Section 6.0 (Alternatives Analysis) in the FEIR and that analysis is incorporated by reference herein.
- (b) As stipulated in Section 22.22.040 (Density) of the Municipal Code, the maximum number of units that may be allowed on a given parcel subject to the hillside management ordinance is calculated in compliance with specified requirements. In accordance with the City's hillside management ordinance, a maximum of 524 dwelling units can be constructed within the project area. The number of dwelling units that would be constructed under this alternative (404 units) is less than the number allowable under the City's hillside management ordinance.
- (c) Implementation of this alternative will result in the generation of approximately 2,368 daily vehicle trips during a typical weekday, including 178 AM peak-hour trips and 210 PM peak-hour trips. In comparison, the proposed project is forecast to generate approximately 9,276 daily two-way vehicle trips, including 272 trips during the weekday AM and 650 trips during the PM peak hours.
- (d) With regards to construction air quality impacts, under the proposed project, combined emissions of ROG were estimated at 136.02 pounds/day. Since this value exceeds the SCAQMD's recommended threshold criteria, construction impacts would be deemed to be significant. Under this alternative, on-site development activities would consist of 404 attached dwelling units, compared to

153,985 square feet of neighborhood-serving commercial use and 202 dwelling units. Because mass grading of the project site would be required to create building pads and an on-site circulation system, maximum daily construction activities would be anticipated to be similar. As a result, construction-term air quality impacts would be assumed to be similar to those associated with the proposed project and would, therefore, remain significant.

- (e) With regards to operational air quality impacts, the proposed project is projected to create ROG, NOx, and CO emissions in excess of the SCAQMD suggested daily threshold criteria. Because this alternative would generate substantially lower volumes of peak hour and daily vehicle trips that associated with the proposed project, mobile source emissions would be substantially reduced. For the purpose of this alternatives analysis, it is assumed that operational air quality impacts would be reduced to a less-than-significant level.
- (f) With regards to cumulative air quality impacts, related project activities, in combination with this alternative's construction and operation would incrementally contribute to regional air emissions within the SCAB. Under the SCAQMD's recommended methodology, development activities that generate significant air quality impacts are also assumed to generate significant cumulative air quality impacts.

Effectiveness in Meeting Project Objectives: The City Council finds that the "High-Density Residential" alternative would not substantially meet the stated project objectives in that it would not provide for the requisite percentage of commercial development.

Feasibility: Excluding economic considerations which are not addressed in the FEIR, the City Council finds that the "High-Density Residential" alternative is feasible.

8.0 PROJECT BENEFITS

The City Council finds the proposed project would result in a number of identifiable community benefits. Those benefits include, but may not be limited to:

- (1) Adoption of the proposed SDSP will serve to define the types of permitted and conditionally permitted land uses that the City Council believes to be appropriate for the project site and for the project setting, define reasonable limits to the type, intensity, and density of those uses, and establish the design and development standards for those uses.
- (2) Adoption of the proposed SDSP will serve as a valuable regulatory tool for the systematic implementation of the City's General Plan.
- (3) Adoption of the proposed SDSP will impose reasonable development controls and standards designed to ensure the integrated development of the project site.
- (4) The proposed project will facilitate the District's efforts to sell surplus District Property by providing a subsequent purchaser reasonable certainty as to the type, intensity, and general configuration of allowable on-site land uses.
- (5) Adoption of the proposed SDSP will optimize the benefits of the District sale of surplus District property for the benefit of its constituents and its educational mission.
- (6) The proposed project will result in the production of 202 new housing units within the City, thus helping the City respond to the identified housing demand outlined in the current "Regional Housing Needs Assessment" (RHNA).

- (7) The construction and sale of attached residential condominium units present future homebuyers with additional purchase options and price variations allowing homebuyers to better match housing choices with household needs and demands.
- (8) The creation of a mixed-use development will promote the attainment of regional jobs-to-housing ratio objectives established by regional governmental entities and produce corresponding environmental benefits.
- (9) Project approval will allow for the productive use of an underutilized property in the City's General Plan, convert a tax-exempt property to a private use, and introduce a land use that will generate sales and other taxes for the benefit of the City and its constituents.
- (10) Improvements to the Diamond Bar Boulevard/Brea Canyon Road intersection will improve traffic flow in and through that intersection.
- (11) Payment of school impact, park, and traffic impact fees and other exactions will facilitate the ability of the City and other agencies to undertake improvements to specific public facilities.
- (12) Adoption of the SDSP will further the intent of SB 375 by facilitating horizontal mixed use with pedestrian connections between the residential and commercial components. Without transit infrastructure (other than bus routes), mixed use developments can play a greater role in local efforts to reduce VMT.

9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

As described above, the proposed project would produce significant unavoidable adverse impact in the following three topical areas: (1) Air Quality (Construction Impact); (2) Air Quality (Operational Impact); and (3) Air Quality (Cumulative Impact). Each of those identified significant environmental effects will continue to manifest as significant impacts notwithstanding the City Council's adoption or likely adoption of those mitigation measures identified in the FEIR.

In order to determine whether the proposed project's potential environmental impacts are acceptably overridden by the project's anticipated benefits, Section 15093 of the State CEQA Guidelines requires the City to balance the potential benefits of the proposed project against the project's potential unavoidable significant environmental impacts.

The City Council finds that the previously stated benefits outweigh the significant unavoidable adverse environmental impacts of the proposed project. Each of the separate and distinct benefits of the proposed project is determined to be, in themselves and independently of any other identified benefit, a basis for overriding all unavoidable environmental impacts, as identified in these Findings.

The City Council has identified economic and social benefits and important public policy objectives that will result from implementation of the proposed project. The City Council has sought to balance these substantial economic and social benefits against the significant unavoidable adverse environmental effects of the proposed project. Given the substantial social and economic benefits that will accrue to the City, to the District, and to the region from the implementation of the proposed project, the City Council finds that the proposed project's identified benefits override the project's identified significant environmental impacts.



Exhibit B

"Site D" Specific Plan
City of Diamond Bar, California

Table ES-2
DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
5-1	<p>Biological Resources</p> <p>Jurisdictional Features. In order to reduce impacts to United States Army Corps of Engineers and Regional Water Quality Control Board (ACOE/RWQCB) and California Department of Fish and Game (CDFG) jurisdictional waters, prior to the issuance of a grading permit, the Applicant shall demonstrate, to the satisfaction of the Community Development Director, receipt of any discretionary jurisdictional resources meeting or exceeding the following minimal standards: (1) the on-site and/or off-site replacement of ACOE/RWQCB jurisdictional waters and wetlands at a 2:1 ratio; (2) the on-site and/or off-site replacement of CDFG jurisdictional streambed and associated riparian habitat at a 2:1 ratio; and (3) the incorporation of design features into the proposed project's design and development.</p>	Community Development Director	Issuance of Grading Permits
6-1	<p>Traffic and Circulation</p> <p>Prior to the recordation of the final tract map, the Applicant shall provide, to the satisfaction of the City Engineer, the intersection improvements identified in the traffic impact analysis or provide a "fair-share" contribution toward the cost of the improvements to the following intersections: (1) Brea Canyon Road (W) at Pathfinder Road; (2) Diamond Bar Boulevard at Pathfinder Road; (3) Brea Canyon Road at Cold Spring Lane; (4) Diamond Bar Boulevard at Cold Spring Lane; (5) Pathfinder Road at Brea Canyon Cutoff; (6) SR-57 SB Ramps at Brea Canyon Cutoff; (7) SR-57 NB Ramps at Brea Canyon Cutoff; (8) Brea Canyon Road at Diamond Bar Boulevard; (9) Cherrydale Drive at Diamond Bar Boulevard; (10) Brea Canyon Road at Silver Bullet Drive; (11) Diamond Bar Boulevard at Grand Avenue; and (12) Collima Road at Brea Canyon Cutoff.</p>	City Engineer	Final Tract Map Recordation
6-2	<p>The final site plan shall include and accommodate those traffic measures, improvements, and such other pertinent factors and/or facilities as may be identified by the City Engineer to ensure the safe and efficient movement of project-related traffic.</p>	City Engineer	Site Plan Approval
7-1	<p>Air Quality</p> <p>All non-residential paints shall contain no more than 0.22 pound/gallon (100 gram/liter) of volatile organic compound (VOC).</p>	Community Development Director	Building Permit Issuance
7-2	<p>The Applicant shall abide by any other air pollution reduction measures as may be approved by the City of Diamond Bar and/or by the South Coast Air Quality Management District.</p>	City Engineer	Building Permit Issuance
7-3	<p>Traffic lane improvements and signalization, as outlined in the traffic study, shall be implemented and will generally improve local traffic flow, thereby reducing emissions created in the project area.</p>	City Engineer	Building Permit Issuance
7-4	<p>To encourage the use of mass transportation, the Applicant shall place bus stop shelters at any bus stops situated or to be situated along any site frontage routes if not already so equipped.</p>	City Engineer	Building Permit Issuance

Table ES-2 (Continued)
DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	Air Quality (Continued)		Final Tract Map Recordation
7-5	To encourage the use of localized commercial facilities and reduce the need for vehicle travel, the Applicant shall include both bike lanes (where feasible) and bike paths between the residential and commercial development areas. Additionally, the Applicant shall provide sidewalks and walking paths to the proposed commercial areas.	City Engineer	Building Permit Issuance
7-6	The Applicant shall specify the installation of energy efficient lighting, air conditioning, water heaters, and appliances for all residential and commercial uses.	City Engineer	
7-7	The Applicant shall specify the installation of energy efficient street lighting.		
	Noise	Building Inspector	Construction Term
8-1	In accordance with the Development Code, construction shall be restricted to between the hours of 7:00 AM and 8:00 PM on weekdays and Saturdays. No construction shall occur at any time on Sundays or on federal holidays. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site.	Building Inspector	Construction Term
8-2	All construction equipment shall be properly maintained and tuned to minimize noise emissions.	Building Inspector	Construction Term
8-3	All equipment shall be fitted with properly operating mufflers, air intake silencers, and engine shrouds no less effective than originally equipped.	Building Inspector	Construction Term
8-4	The construction contractor shall place temporary noise barriers along the site perimeter when doing any work within 100 feet of any residential units. Such barriers shall attempt to block the line of sight between the residents and construction equipment.	City Engineer	Building Permit Issuance
8-5	The construction contractor shall specify the use of electric stationary equipment (e.g., compressors) that can operate off the power grid where feasible. Where infeasible, stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible.	Planning Manager	Building Permit Issuance
8-6	Construction shall be subject to any and all provisions set forth by the City of Diamond Bar Planning Department.	Community Development Director	Final Tract Map Recordation
8-7	No residential units shall be located within 830 feet of the SR-57 Freeway's nearest travel lane unless additional sound attention is provided to the satisfaction of the Community Development Director.		Building Permit Issuance
8-8	No commercial units shall be located within 60 feet of the centerline of Diamond Bar Boulevard.		

Table ES-2 (Continued)
DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
8-9	<p>Noise (Continued)</p> <p>No residential units shall be located within 130 feet of the centerline of Diamond Bar Boulevard unless additional sound attention is provided to the satisfaction of the Community Development Director.</p>	Community Development Director	Final Tract Map Recordation
11-1	<p>Cultural Resources</p> <p>Prior to the issuance of a grading permit, a qualified archaeologist shall be retained by the Applicant and approved by the City to monitor all vegetation removal and ground disturbance to a depth of three feet within the following portions of the study area: (1) the boundary of SD-Cultural-1; (2) the open valley floor adjacent to SD-Cultural-1; and (3) the riparian areas that were not previously surveyed due to dense vegetation cover. The archaeologist will determine if additional monitoring below the depth of three feet is warranted based on soil and bedrock conditions and presence/absence of archaeological materials. No archaeological monitoring is required for ground disturbing activities outside of these monitor areas.</p>	Community Development Director and City Engineer	Issuance of Grading Permits
11-2	<p>If cultural resources are identified during monitoring of the ground disturbing activities, the archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity of those resources in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the goals of preservation where practicable and public interpretation of historic and archaeological resources. All cultural resources recovered will be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SCCIC. The archaeologist shall prepare a final report about the monitoring to be filed with the Applicant, the City, and the California Historical Resources Information System South Central Coastal Information Center at the California State University, Fullerton (CHRIS-SCCIC), as required by the California Office of Historic Preservation. The report shall include documentation and interpretation of resources recovered, if any. Interpretation will include full evaluation of the eligibility of SD-Cultural-1 with respect to the California Register of Historic Places and CEQA. The report shall also include all specialists' reports as appendices. The City shall designate repositories in the event that significant resources are recovered. If cultural resources are identified during ground disturbing activities that occur outside the designated monitoring area, ground disturbing activities shall be temporarily redirected away from the vicinity of the find until the retained archaeologist is notified by the Applicant. The archaeologist shall coordinate with the Applicant as to the immediate treatment of the find until a proper site visit and evaluation is made by the archaeologist.</p>	Building Inspector	Construction Term
11-3	<p>If human remains are encountered unexpectedly during construction excavation and grading activities, Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Section 5097.98 of the Public Resources Code. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the California Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.</p>	Building Inspector	Construction Term

Table ES-2 (Continued)
 DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	Cultural Resources (Continued)		
11-4	Prior to the issuance of a grading permit, a qualified paleontologist meeting the qualifications established by the Society of Vertebrate Paleontologists shall be retained by the Applicant and approved by the City to develop and implement a paleontological monitoring plan. Development of the monitoring plan shall include a site visit by the paleontologist prior to initiation of project development in order to determine or delineate sensitive areas. The paleontologist may also perform collections of fossils from the surface and near-surface.	Community Development Director	Issuance of Grading Permits
11-5	The paleontologist shall attend a pre-grade meeting in order to become familiar with the proposed depths and patterns of grading of the study area.	City Engineer	Issuance of Grading Permits
11-6	The paleontologist shall establish a curation agreement with an accredited facility prior to grading permit issuance.	City Engineer	Issuance of Grading Permits
11-7	A paleontological monitor, supervised by the paleontologist, shall monitor all excavations in the Puente Formation or excavations anticipated to extend into the Puente Formation. If fossils are found during ground-disturbing activities, the paleontological monitor shall be empowered to halt the ground-disturbing activities within 25 feet of the find in order to allow evaluation of the find and determination of appropriate treatment.	Building Inspector	Construction Term
11-8	The paleontologist shall prepare a final report on the monitoring. If fossils were identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the City and the Natural History Museum of Los Angeles County and shall accompany any curated fossils.	Community Development Director	Grading Sign-Off
	Aesthetics		
12-1	Pole-mounted or wall-mounted luminaires installed for the purpose of illuminating commercial areas, parking lots, roadways, and driveways shall conform to appropriate lighting standards and demonstrate that light trespass not exceed 0.5 horizontal foot candle, as measured at the project boundaries abutting any existing residential use. These standards shall not be applied to any adjoining public streets or other non-light-sensitive land uses.	Community Development Director	Building Permit Issuance

"Site D" Specific Plan
City of Diamond Bar, California

Table ES-3
RECOMMENDED CONDITIONS OF PROJECT APPROVAL

No.	Condition of Approval
	<p>Land Use</p> <p>Unless effective sound mitigation can be demonstrated once the project is operational or other controls imposed on delivery and related activities, no delivery activities shall occur between the hours of 10:00 PM and 7:00 AM.</p> <p>The Applicant shall include as part of the real estate disclosure documentation, as required by the California Department of Real Estate for purchasers of those residential units to be constructed on the project site, the disclosure that commercial activities are proposed on the adjacent property and that the operational characteristics of those activities may include trucking, delivery, and maintenance operations by diesel-fueled and non-diesel-fueled vehicles.</p> <p>Following the approval of the specific plan and/or any associated amendments to the City's General Plan, the Lead Agency shall provide notification of that action to the Southern California Association of Governments (SCAG), requesting that any subsequent amendments to SCAG's "Regional Transportation Plan" (RTP) and other regional planning forecasts reflect a greater level of population and housing growth within the City during the 2005-2010 time period.</p> <p>Total new residential and non-residential development constructed on the project site shall not exceed 202 dwelling units and 153,985 gross leaseable square feet, respectively, unless a subsequent traffic study, addressing the traffic-related impacts associated with any such increase, is prepared by or submitted to and deemed acceptable by the City or unless such increase can be determined by the City to not result in any substantial increase in project-related traffic impacts. Should additional traffic impacts be identified, the City, at its sole discretion, may initiate additional environmental review and/or impose additional conditions or other measures in response to those impacts.</p>
	<p>Geotechnical Hazards</p> <p>Prior to the issuance of grading and building permits, the Applicant shall demonstrate, to the satisfaction of the City Engineer, that each of the recommendations contained in the project's preliminary geotechnical investigation and in any supplemental reports as may be prepared by the Applicant's Geotechnical Engineer or by others have been incorporated into the project's design, development, and operation. The project shall be constructed, operated, and maintained in accordance with those recommendations and with such additional geologic, geotechnical, seismic, and soils recommendations as may result from further analyses that may be presented to, imposed, or adopted by the City.</p>
	<p>Hydrology and Water Quality</p> <p>If the flood control channel right-of-way is to be utilized as part of the project's development plan, prior to the issuance of a grading permit, the Applicant shall obtain all requisite permits and approvals from the Los Angeles County Department of Public Works - Flood Control District allowing for the overbuilding of the Brea Canyon Storm Drain Channel and shall provide the City Engineer with documentation, acceptable to the City Engineer, demonstrating County approval and authorization, including a complete list of all permit requirements that may be associated therewith.</p> <p>Prior to the issuance of a grading permit, the Applicant shall prepare and, when acceptable, the City Engineer shall approve a standard urban stormwater mitigation plan (SUSMP) conforming to the requirements of Section 8.12.1695 (Standard Urban Storm Water Mitigation Plan Requirements for New Development and Redevelopment Projects) of the Municipal Code.</p>
1-1	
1-2	
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1-4	
3-1	
4-1	
4-2	

Table ES-3
RECOMMENDED CONDITIONS OF PROJECT APPROVAL

No:	Condition of Approval
	Biological Resources (Continued)
5-1	<p>In order to demonstrate compliance with applicable State and federal resource protection policies designed to protect or compensate for the loss of biological resources, prior to the approval of a grading permit, were applicable, the Applicant shall provide the Director with documentation of receipt of the following permits: (1) Section 401 (Federal Clean Water Act) water quality certification or waiver of waste discharge requirements from the Regional Water Quality Control Board, Los Angeles Region; (2) nationwide Section 404 (Federal Clean Water Act) permit from the United States Army Corps of Engineers; and (3) Section 1602 (California Fish and Game Code) streambed alteration agreement from the California Department of Fish and Game. The Applicant shall comply with all associated permit requirements.</p>
5-2	<p>Prior to the issuance of a grading permit, the Applicant shall submit to the Community Development Director and, when acceptable, the Director shall accept for subsequent processing an arborist-prepared tree survey, specifying: (1) the precise number and type of protected trees that will be directly or indirectly impacted by the proposed project; (2) the number (ratio), type, size, and source of trees that will be planted in compensation thereof; (3) the location of all replacement trees; (4) planting notes and irrigation requirements; (4) performance standards for the survivability of replacement trees; (5) a maintenance agreement stipulating the Applicant's obligations for a minimum 3-year period, including the annual reporting; and (6) the amount and derivation of the security deposit required under the City's tree preservation ordinance.</p>
5-3	<p><u>California Walnut Woodland</u>. Measures to mitigate impacts to California walnut woodland will be orchestrated in concert with the replanting of trees protected by the City's tree preservation and protection ordinance. To the extent possible, southern California black walnut trees will be planted on manufactured slopes within the development. Prior to the issuance of a grading permit, a plan shall be submitted to the Community Development Director and, when acceptable, the Director shall approve a plan describing the number, size, and location of walnut trees to be planted and outline success criteria and adaptive management procedures to ensure that the mitigation plan is successful.</p>
5-4	<p>As determined feasible by the Community Development Director, initial vegetation removal activities shall be conducted outside the nesting season (February 15-August 15) to avoid impacts upon nesting birds. If initial vegetation removal activities occur during the nesting season, prior to the commencement of any grading or grubbing activities, all suitable habitat shall first be thoroughly surveyed by a qualified biologist for the presence of nesting birds. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors) shall be delineated, flagged, and vegetation removal activities avoided therein until the nesting cycle is complete, as determined by the surveying biologist or a qualified biological monitor.</p>
5-5	<p>BMP devices shall be designed in consultation with the Greater Los Angeles County Vector Control District and shall be of a type which minimizes the potential for vector (public nuisance) problems and maintained throughout the project life so as not to contribute to those problems. Unless accepted by the County and/or by the City, the responsibilities for and the funding of the maintenance of Best Management Practices (BMPs) shall constitute obligations of the homeowners' association as to those BMPs associated with the project's residential component and the property owners' association as to those BMPs associated with the project's commercial component. BMPs not directly attributable to a single project component or use shall, by agreement between owners, become the shared obligation of both associations.</p>
6-1	<p><u>Transportation and Circulation</u> <u>Construction Worker Parking and Equipment Staging Plan</u>. Prior to the issuance of a grading permit, the Applicant shall submit and, when deemed acceptable, the City Engineer shall approve a construction worker parking and equipment staging plan (PESP) designed to minimize disturbance to the surrounding residences to the greatest extent feasible. Unless otherwise authorized therein, contractors and other construction personnel performing construction activities in proximity to the project site shall be prohibited from parking and/or operating construction equipment, dumpsters, trailers, or other material within a public right-of-way or other public property. The PESP can be combined with or become a part of the construction traffic safety plan and/or any other construction management plan as may be required by the City.</p>

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Table ES-3
RECOMMENDED CONDITIONS OF PROJECT APPROVAL

No.	Condition of Approval
	<p>Transportation and Circulation (Continued)</p>
6-2	<p>Unless previously approved by the City Engineer, no construction access shall be authorized from and no construction traffic shall be permitted along Castle Rock Road and Pasado Drive, except as may be required to construct and maintain any project-related street and other improvements within and adjacent to those rights-of-way.</p>
6-3	<p><u>Construction Traffic Safety Plan.</u> Prior to the issuance of a grading permit, the Applicant shall submit and, when deemed acceptable, the City Engineer shall approve a construction traffic mitigation plan (CTMP). The CTMP shall identify the travel and haul routes to be used by construction vehicles; the points of ingress and egress for all construction vehicles; temporary street or lane closures, temporary signage, and temporary striping; location of materials and equipment staging areas; maintenance plans to remove spilled debris from roadway surfaces; and the hours during which large construction equipment may be brought on/off the project site. The Applicant shall keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. Hauling or transport of oversize loads will be allowed between the hours of 9:00 AM and 3:00 PM only, Monday through Friday, unless otherwise approved by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or federal holidays. The use of local streets shall be limited only to those that provide direct access to the destination. Haul trucks entering or exiting public streets shall at all times yield to public traffic. If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the Applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.</p>
6-4	<p><u>Traffic Control Plan.</u> Prior to the issuance of a grading permit, the Applicant shall submit and, when deemed acceptable, the City shall approve a traffic control plan (TCP). The TCP shall be consistent with the Southern California Chapter of the American Public Works Association's "Work Area Traffic Control Handbook" (WATCH), the California Department of Transportation's "Manual of Traffic Controls for Construction and Maintenance Work Zones," or such alternative as may be deemed acceptable by the City. The TCP shall describe the Applicant's plans to safely and efficiently maintain vehicular and non-vehicular access along local roadways throughout the construction period. If any temporary access restrictions or lane closures are proposed by the Applicant, the TCP shall delineate detour routes, the hours, duration and frequency of such restrictions, and the emergency access and safety measures that will be implemented during those closures or restrictions. The TCP can be combined with or become a part of the construction traffic safety plan and/or any other construction management plan as may be required by the City.</p>
6-5	<p><u>Shared Parking Plan.</u> Prior to the issuance of building permits for any on-site commercial use, the Applicant shall submit and, when deemed acceptable, the Community Development Director and the City Engineer shall approve a shared parking study. The study, conducted using the Urban Land Institute's "Shared Parking" (Second Edition, 2005) unless otherwise approved by the City, shall present a quantification of on-site commercial parking needs, quantify the number of on-site parking spaces required under existing City regulations, discuss and evaluate opportunities for shared parking between on-site commercial uses, and quantify the number and type of parking spaces that need to be provided to support those commercial uses to be developed on the project site. The number, type, and location of on-site parking shall be determined by the City based, in whole or in part, by the findings of that shared parking study.</p>
	<p>Air Quality</p>
7-1	<p>The Applicant shall include as part of the real estate disclosure documentation, as required by the California Department of Real Estate for purchasers of those residential units to be constructed on the project site, the disclosure that commercial activities are proposed on the adjacent property and that the operational characteristics of those activities may include trucking, delivery, and maintenance operations involving diesel-fueled vehicles.</p>

Table ES-3
RECOMMENDED CONDITIONS OF PROJECT APPROVAL

No.	Condition of Approval
8-1	<p>Noise</p> <p>All residential and commercial units shall include forced air ventilation designed and installed in accordance with Title 24 of California Building Code standards.</p>
9-1	<p>Public Services</p> <p>Prior to the commencement of grading activities, the Applicant shall prepare and submit for review by the Los Angeles County Sheriff's Department (LACSD) a draft construction security plan outlining the activities that will be instituted by the Applicant to secure the construction site and the equipment and materials located thereupon from potential criminal incidents. The Applicant shall incorporate the recommendations of the LACSD, if any, into a final construction security plan and shall implement that plan during the construction period.</p>
9-2	<p>Prior to the issuance of building permits, the LACSD shall be provided the opportunity to review and comment upon building plans and the configuration of the development in order to: (1) facilitate opportunities for improved emergency access and response; (2) ensure the consideration of design strategies that facilitate public safety and police surveillance; and (3) offer specific design recommendations to enhance public safety and reduce potential demands upon police protection services.</p>
9-3	<p>Prior to the commencement of grading or grubbing activities, the Applicant shall prepare and submit and the Los Angeles County Fire Department (LACFD) shall review and, when deemed acceptable, approve a fire protection program and workplace standards for fire safety outlining those activities to be undertaken by the Applicant during the construction period. The Applicant shall abide by specific project-level permit conditions identified by the LACFD.</p>
9-4	<p>Prior to the issuance of a grading permit, the Applicant shall submit and the Los Angeles County Fire Department shall review and, when deemed acceptable, approve a fuel modification, landscape, and irrigation plan in compliance with County Very High Fire Hazard Severity Zone (Fire Zone 4) standards.</p>
9-5	<p>Prior to the issuance of building permits, the Los Angeles County Fire Department (LACFD) will review and, when deemed acceptable, approve (1) final water improvement plans including, but not limited to, the location, sizing, design, and fire flow capacity of the proposed water mains and fire hydrants and proposed access improvements to ensure compliance with applicable Fire Code requirements; and (2) building plans. The project's water system shall be designed in response to final fire flow requirements identified by the LACFD.</p>
9-6	<p>Prior to the issuance of a grading permit, the Applicant shall submit to the Building Official for review and approval a temporary fencing and signage plan designed to discourage access to any active construction areas by children and other unauthorized parties.</p>
9-7	<p>Prior to the issuance of building permits, the Applicant shall present the City with a certificate of compliance or other documentation demonstrating that the Applicant has complied with the Walnut Valley Unified School District's School Board resolutions governing the payment of school impact fees or has entered into an Assembly Bill 2926 authorized school fee mitigation agreement or is not subject to the school impact fee exaction.</p>
9-8	<p>Prior to the approval of the final subdivision map, unless an alternative milestone event or other manner of fulfillment of the Applicant's obligations under Section 21.32.040 (Park Land Dedications and Fees) in Chapter 21.32 (Subdivisions) of the Municipal Code is first approved by the City Council, the Applicant shall provide the City with an in-lieu park fee payment in the manner and in the amount authorized thereunder.</p>

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Table-ES-3
RECOMMENDED CONDITIONS OF PROJECT APPROVAL

No.	Condition of Approval
	<p>Utilities and Service Systems</p>
10-1	<p>Prior to the issuance of any grading permits, a sewer area study, prepared by a licensed civil engineer registered in the State of California, shall be submitted to the City Engineer and to the Los Angeles County Department of Public Works (LACDPW) for review and, when deemed acceptable, for approval. The sewer area study shall include sewer flow monitoring at specific locations to be determined by the City Engineer and the LACDPW. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City and County-operated sewerage facilities. Should project-related sewer flows be determined to impact the sewer capacity downstream from the proposed development, the Applicant shall be required to mitigate any potential capacity deficiency by a method approved by the City Engineer or the LACDPW, subject to appropriate jurisdictional authorities. The Applicant shall be responsible for all costs required to mitigate the potential capacity deficiency, including upgrading existing sewer mains.</p>
	<p>Aesthetics</p>
12-1	<p>The specific plan shall include design details, acceptable to both the City Engineer and to the Community Development Director, for all proposed retaining walls. Retaining wall plans shall include landscape and irrigation details sufficient to ensure that each of those elements are, as appropriate, integrated into wall design and that the interrelationship between those elements are considered from structural integrity and aesthetic viewpoints.</p>

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Table ES-2
DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
5-1	<p>Biological Resources</p> <p>Jurisdictional Features. In order to reduce impacts to United States Army Corps of Engineers and Regional Water Quality Control Board (ACOE/RWQCB) and California Department of Fish and Game (CDFG) jurisdictional waters, prior to the issuance of a grading permit, the Applicant shall demonstrate, to the satisfaction of the Community Development Director, receipt of any discretionary permits and approval as may be required from the ACOE, RWQCB, and CDFG and commit to the provision of compensatory jurisdictional resources meeting or exceeding the following minimal standards: (1) the on-site and/or off-site replacement of ACOE/RWQCB jurisdictional waters and wetlands at a 2:1 ratio; (2) the on-site and/or off-site replacement of CDFG jurisdictional streambed and associated riparian habitat at a 2:1 ratio; and (3) the incorporation of design features into the proposed project's design and development.</p>	Community Development Director	Issuance of Grading Permits
6-1	<p>Traffic and Circulation</p> <p>Prior to the recordation of the final tract map, the Applicant shall provide, to the satisfaction of the City Engineer, the intersection improvements identified in the traffic impact analysis or provide a "fair-share" contribution toward the cost of the improvements to the following intersections: (1) Brea Canyon Road (W) at Pathfinder Road; (2) Diamond Bar Boulevard at Pathfinder Road; (3) Brea Canyon Road at Cold Spring Lane; (4) Diamond Bar Boulevard at Cold Spring Lane; (5) Pathfinder Road at Brea Canyon Cutoff; (6) SR-57 SB Ramps at Brea Canyon Cutoff Road; (7) SR-57 NB Ramps at Brea Canyon Cutoff/Diamond Bar Boulevard; (8) Brea Canyon Road at Diamond Bar Boulevard; (9) Cherrydale Drive at Diamond Bar Boulevard; (10) Brea Canyon Road at Silver Bullet Drive; (11) Diamond Bar Boulevard at Grand Avenue; and (12) Colima Road at Brea Canyon Cutoff.</p>	City Engineer	Final Tract Map Recordation
6-2	<p>The final site plan shall include and accommodate those traffic measures, improvements, and such other pertinent factors and/or facilities as may be identified by the City Engineer to ensure the safe and efficient movement of project-related traffic.</p>	City Engineer	Site Plan Approval
7-1	<p>Air Quality</p> <p>All non-residential paints shall contain no more than 0.22 pound/gallon (100 gram/liter) of volatile organic compound (VOC).</p>	Community Development Director	Building Permit Issuance
7-2	<p>The Applicant shall abide by any other air pollution reduction measures as may be approved by the City of Diamond Bar and/or by the South Coast Air Quality Management District.</p>	Community Development Director	Building Permit Issuance
7-3	<p>Traffic lane improvements and signalization, as outlined in the traffic study, shall be implemented and will generally improve local traffic flow, thereby reducing emissions created in the project area.</p>	City Engineer	Building Permit Issuance
7-4	<p>To encourage the use of mass transportation, the Applicant shall place bus stop shelters at any bus stops situated or to be situated along any site frontage routes if not already so equipped.</p>	City Engineer	Building Permit Issuance

"Site D" Specific Plan
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Table ES-2 (Continued)
DRAFT MITIGATION REPORTING AND MONITORING PROGRAM

No.	Mitigation Measure	Compliance Verification	Mitigation Milestone
	Air Quality (Continued)		
7-5	To encourage the use of localized commercial facilities and reduce the need for vehicle travel, the Applicant shall include both bike lanes (where feasible) and bike paths between the residential and commercial development areas. Additionally, the Applicant shall provide sidewalks and walking paths to the proposed commercial areas.	City Engineer	Final Tract Map Recordation
7-6	The Applicant shall specify the installation of energy efficient lighting, air conditioning, water heaters, and appliances for all residential and commercial uses.	City Engineer	Building Permit Issuance
7-7	The Applicant shall specify the installation of energy efficient street lighting.		
	Noise		
8-1	In accordance with the Development Code, construction shall be restricted to between the hours of 7:00 AM and 8:00 PM on weekdays and Saturdays. No construction shall occur at any time on Sundays or on federal holidays. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site.	Building Inspector	Construction Term
8-2	All construction equipment shall be properly maintained and tuned to minimize noise emissions.	Building Inspector	Construction Term
8-3	All equipment shall be fitted with properly operating mufflers, air intake silencers, and engine shrouds no less effective than originally equipped.	Building Inspector	Construction Term
8-4	The construction contractor shall place temporary noise barriers along the site perimeter when doing any work within 100 feet of any residential units. Such barriers shall attempt to block the line of sight between the residents and construction equipment.	Building Inspector	Construction Term
8-5	The construction contractor shall specify the use of electric stationary equipment (e.g., compressors) that can operate off the power grid where feasible. Where infeasible, stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible.	City Engineer	Building Permit Issuance
8-6	Construction shall be subject to any and all provisions set forth by the City of Diamond Bar Planning Department.	Planning Manager	Building Permit Issuance
8-7	No residential units shall be located within 830 feet of the SR-57 Freeway's nearest travel lane unless additional sound attention is provided to the satisfaction of the Community Development Director.	Community Development Director	Final Tract Map Recordation
8-8	No commercial units shall be located within 60 feet of the centerline of Diamond Bar Boulevard.		Building Permit Issuance