PLANNING COMMISSION AGENDA

Tuesday, March 12, 2024
6:30 PM

Diamond Bar City Hall – Windmill Community Room
21810 Copley Drive, Diamond Bar, CA 91765

PUBLIC ADVISORY:

Members of the public are encouraged to participate and address the Planning Commission during the public comment portion of the meeting either in person or via teleconference.

CHAIR	***WILLIAM RAWLINGS***
VICE CHAIR	***RUBEN TORRES***
COMMISSIONER	***NAILA BARLAS***
COMMISSIONER	***MAHENDRA GARG***
COMMISSIONER	***RAYMOND WOLFE***

How to Observe the Meeting From Home:
Members of the public can observe the meeting by calling (914) 614-3221, Access Code: 323-414-527 or visiting https://attendee.gotowebinar.com/register/1386786966024796761

How to Submit Public Comment:

Please note that the meeting will proceed at the Windmill Conference Room should comments by teleconferencing become infeasible due to an Internet or power outage, or due to technical problems outside the City's control. If you wish to make certain that your comments are heard, please attend the meeting in person or send an email by 4:00 p.m. on the day of the meeting/hearing

The public may provide public comment by attending the meeting in person, by sending an email, or by logging into the teleconference. Please send email public comments to Planning@DiamondBarCA.gov by 4:00 p.m. on the day of the meeting and indicate in the Subject Line "FOR PUBLIC COMMENT." Written comments will be distributed to the Planning Commission members and read into the record at the meeting, up to a maximum of five minutes.

Members of the public will be called upon one at a time during the Public Comment portion of the agenda. Speakers are limited to five minutes per agenda item, unless the Chairperson determines otherwise.

American Disability Act Accommodations:
Pursuant to the Executive Order, and in compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Planning Commission Meeting, please contact the Community Development Office (909) 839-7030 within 72 hours of the meeting. Commission recordings will be available upon request the day following the Planning Commission Meeting.

City of Diamond Bar
Planning Commission

MEETING RULES

PUBLIC INPUT

Members of the public may address the Planning Commission on any item of business on the agenda during the time the item is taken up by the Planning Commission. In addition, members of the public may, during the Public Comment period address the Planning Commission on any Consent Calendar item or any matter not on the agenda and within the Planning Commission's subject matter jurisdiction. Any material to be submitted to the Planning Commission at the meeting should be submitted through the Minutes Secretary.

Speakers are limited to five minutes per agenda item, unless the Chairperson determines otherwise. The Chairperson may adjust this time limit depending on the number of people wishing to speak, the complexity of the matter, the length of the agenda, the hour and any other relevant consideration. Speakers may address the Planning Commission only once on an agenda item, except during public hearings, when the applicant/appellant may be afforded a rebuttal.

Public comments must be directed to the Planning Commission. Behavior that disrupts the orderly conduct of the meeting may result in the speaker being removed from the meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE PLANNING COMMISSION

Agendas for regular Planning Commission meetings are available 72 hours prior to the meeting and are posted in the City's regular posting locations and on the City's website at www.diamondbarca.gov. The Planning Commission may take action on any item listed on the agenda.

Copies of staff reports or other written documentation relating to agenda items are on file in the Planning Division of the Community Development Department, located at 21810 Copley Drive, and are available for public inspection upon request. If you have questions regarding an agenda item, please call (909) 839-7030 during regular business hours.

HELPFUL CONTACT INFORMATION

Copies of Agenda, Rules of the Planning Commission, Recordings of Meetings (909) 839-7030
Email: info@diamondbarca.gov
Website: www.diamondbarca.gov

The City of Diamond Bar thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.

CITY OF DIAMOND BAR
PLANNING COMMISSION
March 12, 2024

AGENDA

Next Resolution No. 2024-04

CALL TO ORDER: 6:30 p.m.

PLEDGE OF ALLEGIANCE:

1. ROLL CALL: COMMISSIONERS: Barlas, Garg, Wolfe, Vice Chair Torres, Chair Rawlings

2. **REORGANIZATION OF PLANNING COMMISSION:** Selection of Chairperson and Vice Chairperson.

3. APPROVAL OF AGENDA: Chair

4. PUBLIC COMMENTS:

"Public Comments" is the time reserved on each regular meeting agenda to provide an opportunity for members of the public to directly address the Planning Commission on consent calendar items or other matters of interest not on the agenda that are within the subject matter jurisdiction of the Planning Commission. Although the Planning Commission values your comments, pursuant to the Brown Act, members of the Planning Commission or staff may briefly respond to public comments if necessary, but no extended discussion and no action on such matters may take place. There is a five-minute maximum time limit when addressing the Planning Commission. Please complete a speaker card and hand it to the Minutes Secretary (completion of this form is voluntary). The Planning Commission will call on in-person speakers first and then teleconference callers, one at a time to give their name and if there is an agenda item number they wish to speak on before providing their comment. If you wish to speak on a public hearing item or Planning Commission consideration item, you will then be called upon to speak at that point in the agenda.

5. CONSENT CALENDAR:

The following items listed on the consent calendar are considered routine and are approved by a single motion. Consent calendar items may be removed from the agenda by request of the Planning Commission only:

5.1 **Minutes of the Planning Commission Regular Meeting –** February 13, 2024.

6. OLD BUSINESS: None.

7. NEW BUSINESS:

7.1 <u>CEQA Vehicle Miles Traveled (VMT) Significance Thresholds Update:</u>

RECOMMENDATION: Staff recommends that the Planning Commission adopt a resolution recommending the City Council adopt the updates to the VMT thresholds of significance.

7.2 <u>2023 Annual General Plan Status Update:</u>

RECOMMENDATION: Staff recommends that the Planning Commission approve the report and forward it to the City Council to receive and file.

8 PUBLIC HEARING(S): None.

9. PLANNING COMMISSION COMMENTS / INFORMATIONAL ITEMS:

10. STAFF COMMENTS / INFORMATIONAL ITEMS:

11. SCHEDULE OF FUTURE EVENTS:

TRAFFIC & TRANSPORTATION COMMISSION MEETING:	Thursday, March 14, 2024, 6:30 pm Windmill Community Room Diamond Bar City Hall 21801 Copley Drive
CITY COUNCIL MEETING:	Tuesday, March 19, 2024, 6:30 pm South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA
CITY COUNCIL / PLANNING COMMISSION JOINT STUDY SESSION (New Housing and Zoning Laws):	Tuesday, March 26, 2024, 5:00 pm Windmill Community Room Diamond Bar City Hall 21801 Copley Drive
PLANNING COMMISSION MEETING:	Tuesday, March 26, 2024, 6:30 pm Windmill Community Room Diamond Bar City Hall 21801 Copley Drive
PARKS AND RECREATION COMMISSION MEETING:	Thursday, March 28, 2024, 6:30 pm Windmill Community Room Diamond Bar City Hall 21801 Copley Drive

CITY COUNCIL MEETING:	Tuesday, April 2, 2024, 6:30 pm South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA
PLANNING COMMISSION MEETING:	Tuesday, April 16, 2024, 6:30 pm Windmill Community Room Diamond Bar City Hall 21801 Copley Drive

11. ADJOURNMENT

MINUTES OF THE CITY OF DIAMOND BAR
REGULAR MEETING OF THE PLANNING COMMISSION
FEBRUARY 13, 2024

CALL TO ORDER:

Chair/Rawlings called the meeting to order at 6:30 p.m. in the City Hall Windmill Community Room, 21810 Copley Drive, Diamond Bar, CA 91765.

PLEDGE OF ALLEGIANCE: Chair Rawlings led the Pledge of Allegiance.

ROLL CALL: Commissioners Naila Barlas, Mahendra Garg, Vice Chair Ruben Torres, Chair William Rawlings

ABSENT: Commissioner Raymond Wolfe

STAFF PRESENT: Greg Gubman, Community Development Director; James Eggart, Assistant City Attorney; Grace Lee, Planning Manager; Mayuko Nakajima, Senior Planner; Dat Tran, Associate Planner; and Stella Marquez, Administrative Coordinator

2. APPROVAL OF AGENDA: As Submitted.

3. PUBLIC COMMENTS: None Offered.

4. CONSENT CALENDAR:

4.1 Minutes of the August 22, 2023, Regular Planning Commission Meeting.

4.2 Minutes of the January 23, 2024, Regular Planning Commission Meeting.

VC/Torres moved, C/Garg seconded, to approve the Minutes of the August 22, 2023, and Minutes of the January 23, 2024, Regular Planning Commission meetings. Motion carried by the following Roll Call vote:

AYES:	COMMISSIONERS:	Barlas, Garg, VC/Torres, and Chair/Rawlings
NOES:	COMMISSIONERS:	None
ABSTAIN:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Wolfe

5. OLD BUSINESS: None

6. NEW BUSINESS: None

7. PUBLIC HEARING(S):

7.1 **Development Review and Tree Permit No. PL2023-53** - Under the authority of DBCC Sections 22.38 and 22.48, the applicant and property owners are requesting Development Review approval to demolish an existing 3,888 square-foot residence and construct a new 4,662 square-foot, two-story, single-family residence with a 726 square-foot attached garage, 263 square feet of balcony area, 1,000 square-foot accessory dwelling unit with 60 square-foot porch, swimming pool and rear yard improvements on a 1.3 gross acre lot. A Tree Permit is also requested to remove three (3) protected California black walnut trees and replace with nine (9) coast live oak trees on site. The subject property is zoned Rural Residential (RR) with an underlying General Plan land use designation of Rural Residential.

PROJECT ADDRESS: 2330 Indian Creek Road
Diamond Bar, CA 91765

PROPERTY OWNER: Joy Pingwei Pan and Jianmei Wang
2375 Vineyard Street
Upland, CA 91786

APPLICANT: Michael Wang
2636 Corralitas Drive
Los Angeles, CA 90039

SP/Nakajima presented staff's report and recommended Planning Commission approval of Development Review and Tree Permit No. PL2023-53, based on the Findings of Fact, and subject to the Conditions of Approval as listed within the Resolution.

Chair/Rawlings opened the public hearing.

James Hajirnia, 927 Pantera Drive, Diamond Bar, CA, asked the square footage of the proposed house. SP/Nakajima responded 4,662 square feet.

Yao Wang, property owner, had no comments and wanted only to notify Commission and staff that she joined the meeting telephonically.

Chair/Rawlings closed the public hearing.

C/Garg moved, VC/Torres seconded, to approve Development Review and Tree Permit No. PL2023-53, based on the Findings of Fact and subject to the Conditions of Approval as listed within the Resolution. Motion carried 3-1 by the following Roll Call vote:

AYES:	COMMISSIONERS:	Garg, VC/Torres, and Chair/Rawlings
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Wolfe
ABSTAINED:	COMMISSIONERS:	Barlas

7.2 **Development Review No. PL2023-66** – Under the authority of DBCC Section 22.48, the applicant and property owner are requesting Development Review approval to add 1,646 square feet of first and second floor living area, and 92 square feet of balcony space to an existing 1,884 square-foot, two-story, single-family residence on a 9,305 gross square-foot lot. The subject property is zoned Low Density Residential (RL) with an underlying General Plan land use designation of Low Density Residential.

PROJECT ADDRESS:	915 Pantera Drive Diamond Bar, CA 91765
PROPERTY OWNER:	Luc Le 915 Pantera Drive Diamond Bar, CA 91765
APPLICANT:	Walt Patroske 2132 S. Grove Avenue, Unit F Ontario, CA 91761

AP/Tran presented staff's report and recommended Planning Commission approval of Development Review No. PL2023-66, based on the Findings of Fact, and subject to the Conditions of Approval as listed within the Resolution.

C/Barlas asked if the square footage of the proposed addition includes the unpermitted gazebo.

AP/Tran responded that the square footage of the proposed addition does not include the gazebo. The approval will include legalizing the existing 118 square-foot gazebo in addition to the proposed residential addition.

C/Garg, in reference to one of the written comments received, asked what "alternative options" to the proposal would make the project less disruptive to the neighborhood. AP/Tran responded to C/Garg that potential alternatives to the project are speculative, and any construction would result in noise and other construction-related impacts that could not be significantly reduced. AP/Tran responded to C/Garg that the proposed project meets all the City's development standards and codes and is consistent with the General Plan.

VC/Torres asked about the timeline for the project.

CDD/Gubman responded that the applicant could respond to that question.

VC/Torres asked if there were any changes to the height of the residence.

AP/Tran responded that the height of the house would be increased by two feet. The height of the addition in the rear is lower and will blend into the massing of the main building.

Chair/Rawlings asked whether the attempt to minimize building footprint was focused on the front only, or if the sides and rear were considered as well.

AP/Tran responded that the focus was on minimizing the scale of the building as seen from the front. However, the scale of the structure was also minimized on the side through the use of design elements such as lowered roofs and wall articulations.

C/Barlas asked whether short-term rentals are permitted.

AP/Tran responded to C/Barlas that short-term rentals such as Airbnb are not allowed in Diamond Bar, and Code Enforcement would address and take appropriate action when there are reports of short-term rental activities. C/Barlas confirmed that the City has been proactive.

Chair/Rawlings opened the public hearing.

James Hajirnia, 927 Pantera Drive, Diamond Bar, CA asked to clarify the size of the residence and the lot size.

Walt Patroske, Applicant, was available to answer questions. He concurred with AP/Tran's statements that were provided to the Commission. He answered that construction will take about eight months to a year. There will

not be large cranes as it is standard construction with a small footprint. He has worked in Diamond Bar on several projects and is aware of working to comply with the Building Code as well as erosion control measures.

C/Garg asked about construction hours.

James Hajirnia, 927 Pantera Drive, Diamond Bar, CA reiterated his concerns that were submitted in his emails. In addition, he is concerned with the construction working hours and impact of the addition on the character of theneighborhood. He also expressed concerns that, due to the curviness of Pantera Drive, trucks and contractors on the road will create safety concerns.

Tony, next-door neighbor to construction, expressed his concerns of the potential for hillside erosion, construction size and construction disturbance.

Fenny, next-door neighbor to construction, opposed the project and expressed her concerns as it is close to an elementary school and construction traffic will be a danger for children.

C/Rawlings closed the public hearing.

C/Rawlings asked what remedial measures can be taken by the City to address the hillside conditions. AP/Tran responded that the Diamond Bar City Code only permits the City Engineer to require a grading plan and geotechnical report under certain listed conditions, which would not apply to this project.

C/Rawlings clarified his question, to ask what types of measures can be taken in the event that hillside conditions deteriorate during or after construction.

CD/Gubman responded to C/Rawlings that if there were hillside issues, the Building Official would red-tag the property if deemed potentially dangerous, and the owner would be provided instructions to remediate. A civil engineer would create a shoring plan for the short-term and would need to develop a long-term plan before construction could resume.

C/Garg asked whether the Planning Commission can do anything to address the concerns regarding construction hours.

CD/Gubman responded to C/Garg that the Development Code states that construction may only occur between 7 a.m. and 7 p.m., Monday through Saturday, but in practice, construction activity rarely extends past 5 p.m. CD/Gubman cautioned the Commission to consider a decision to stricter limits on this project because there does not appear any basis to warrant shorter construction hours than other residential projects

Chair/Rawlings commented that at first, he was concerned with the size of the building and that it may be out of character with the neighborhood. However, after looking at the plans, it was designed to best minimize views from the street.

C/Barlas commented that she was not too concerned, as the City evaluates every step.

ACA/Eggart provided the Commission with their options to approve, deny or continue this project.

C/Barlas moved, C/Garg seconded, to approve Development Review No. PL2023-66, based on the Findings of Fact and subject to the Conditions of Approval as listed within the Resolution. Motion carried 4-0 by the following Roll Call vote:

AYES:	COMMISSIONERS:	Barlas, Garg, VC/Torres, and Chair/Rawlings
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Wolfe

C/Rawlings commented that he was appreciative of comments from neighbors, as it helps guide his decisions.

8. PLANNING COMMISSION COMMENTS/INFORMATION ITEMS:

C/Barlas conveyed her appreciation to staff.

9. STAFF COMMENTS/INFORMATIONAL ITEMS:

CDD/Gubman reported that the February 27, 2024, Planning Commission meeting will be cancelled because the Windmill Room will be used as a voting center. The General Plan annual Status Report and updated CEQA VMT thresholds will be on the March 12, 2024, agenda.

10. SCHEDULE OF FUTURE EVENTS:

As noted in the agenda.

ADJOURNMENT: With no further business before the Planning Commission, Chair/Rawlings adjourned the Regular Planning Commission meeting at 7:34 p.m.

The foregoing minutes are hereby approved this __th day of _____, 2024.

Attest:
Respectfully Submitted,

_____
Greg Gubman, Community Development Director

_____
William Rawlings, Chair

PLANNING COMMISSION
AGENDA REPORT

CITY OF DIAMOND BAR ~ 21810 COPLEY DRIVE ~ DIAMOND BAR, CA 91765 ~ TEL. (909) 839-7030 ~ FAX (909) 861-3117

AGENDA ITEM NUMBER: **7.1**

MEETING DATE: March 12, 2024

CASE/FILE NUMBER: CEQA VMT Thresholds Update

RECOMMENDATION:

Adopt Resolution No. 2024-XX recommending the City Council adopt the updates to the VMT Thresholds.

SUMMARY:

California Senate Bill 743 (SB 743, 2013) fundamentally altered the way transportation impacts are measured under the California Environmental Quality Act (CEQA). Prior to SB 743, such impacts were measured by the increase in traffic congestion generated by new development projects: the metric used was called "Level of Service," or LOS. SB 743 replaced LOS with "Vehicle Miles Traveled" (VMT), with the aim of encouraging that development projects "are built in a way that allows Californians more options to drive less."[1] In essence, SB 743 established that a transportation impact occurs if a project leads to an increase in overall VMT, while any increase in traffic *congestion* (i.e., a reduction in LOS) is no longer defined as a transportation impact. VMT analyses in CEQA documents were required statewide as of July 1, 2020.

The City, with guidance provided by the San Gabriel Valley Council of Governments (SGVCOG), drafted VMT thresholds for use in Diamond Bar CEQA documents, which were adopted by the City Council in 2020. The current SGVCOG VMT Tool is based on VMT outputs from the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) trip-based model (TBM) and needs to be updated to be consistent with the 2020 RTP/SCS activity-based model (ABM). The change of both the model simulation platform (trip-based model to activity-based model) and the underlying data, such as traffic counts and socioeconomic data, resulted in changes to the VMT threshold numbers and low VMT areas.

[1] Governor's Office of Planning and Research: https://opr.ca.gov/ceqa/sb-743/

This report describes the changes in VMT, more specifically, the change in the number of low VMT areas that meet the low VMT screening criterion, discusses the SGVCOG recommendations, and includes a draft Resolution to adopt CEQA transportation thresholds that comply with State guidance and align with the City's policies, goals, and objectives.

BACKGROUND:

In March 2020, the City entered into a Memorandum of Agreement with the SGVCOG to participate in the San Gabriel Valley VMT Analysis Model. The City of Diamond Bar is one of 26 SGVCOG member cities that opted into the SGVCOG SB 743 Implementation process.

On July 21, 2020, the City Council adopted Resolution 2020-30, approving VMT significance thresholds for three different VMT metrics pursuant to guidance provided by the State's Office of Planning and Research (OPR). Following adoption of VMT thresholds by 26 SGVCOG cities, including Diamond Bar, the SGVCOG VMT Evaluation Tool was developed for the 26 participating cities to use for assessing the potential VMT impacts of proposed projects.

The current SGVCOG VMT Evaluation Tool is based on VMT outputs from the 2016 RTP/SCS trip-based model and needs to be updated to be consistent with the 2020 RTP/SCS activity-based model (ABM). As with every RTP update, the regional travel demand model is updated to reflect the latest population, employment, and traffic count information (socioeconomic data).

The SGVCOG participating cities were aware that the model would be changing from TBM to ABM and had anticipated that the change may prompt them to change the adopted baseline for their VMT significance thresholds. However, the cities did not anticipate that the updated data would result in more significant changes to low VMT areas than the conversion to an activity-based model (refer to Attachment B, Memorandum to SGVCOG Dated November 27, 2023). The recommendation herein recognizes the following: 1) every four years the SCAG RTP/SCS will be updated, prompting an update to the regional travel demand model; 2) the City's low VMT areas are based on the SCAG model; 3) low VMT areas under each of the three geographic baselines are likely to change when the SCAG model is updated; and 4) the City intends to use the baselines that maximize the number of "low VMT" screening areas and to set the most achievable bar for reaching a given threshold.

ANALYSIS:

Baseline Data Differences (2016 vs. 2020 RTP/SCS)

The SCAG 2016 RTP/SCS is based on traffic counts collected in 2012, the 2012 roadway network, 2012 transit network and ridership information, land use information, and other socio-economic inputs. The 2020 RTP/SCS is based on the same datapoints

collected in 2016. This is the first update to the RTP since the SGVCOG participating cities adopted VMT thresholds of significance. The changes in the underlying data significantly altered the low, moderate, and high VMT-generating areas throughout the SGVCOG region for each of the three baseline alternatives (City, Southeast Subarea, and SGVCOG Region). In some cities under their adopted baseline, an area considered a low VMT area using the 2016 RTP model became a high VMT area using the 2020 RTP model. And under different baselines, the reverse occurred. This is important because the selection of baselines for determining VMT significance may impact a city's ability to approve projects. For example, if a developer selected a location for a housing project based on the city's low VMT areas for residential uses and compatibility with the city's general plan, but the SCAG model was updated and the area became a high VMT area for housing before they submitted their application, then the project would likely require the City to certify an environmental impact report (EIR) and adopt a statement of overriding considerations to move forward. Not only would this scenario significantly delay project approval, but it would delay construction of housing in an area designated for housing and result in higher priced housing units.

The City of Diamond Bar is located in the Southeast Subarea of the SGVCOG region. According to the City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020), the City adopted the City baseline VMT as the benchmark to determine CEQA transportation impacts for all project types (residential, employment, and mixed-use/regional retail).

Pursuant to the OPR Guidance, cities can adopt different baselines based on project types, and states that employment based VMT thresholds should use subregional or regional baselines. For employment generated VMT (VMT/employee), it is recommended that the City adopt the highest of two baselines (Southeast Subarea or SGVCOG) to set the most achievable bar for employment generating uses. The City's current threshold is appropriate for Total VMT per service population (OD VMT/SP) and for home-based VMT (VMT/capita), but it is recommended that the City adopt the highest of the three baselines (City, Southeast Subarea, or SGVCOG Region) to set the most achievable bar for reaching the given threshold. Adopting this change will allow the City to approve projects that both align with the City's General Plan and meet CEQA requirements in a timely manner.

Environmental Review:

The CEQA VMT Thresholds Update has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The adoption of local CEQA thresholds of significance for transportation impacts and the adoption of Local Transportation Assessment Guidelines will not have a significant environmental impact and are exempt from the CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations because the two actions are undertaken by the City for the protection of the environment. The revised CEQA thresholds will be compliant with a State mandate (SB 743) and will be used in a regulatory process (CEQA process) that involves procedures for the

protection of the environment. Accordingly, the City Council will consider the recommendation to find the Resolution exempt from the environmental review requirements of CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations.

PREPARED BY:

Grace Lee, Senior Planner 3/12/2024

REVIEWED BY:

Grace Lee, Senior Planner 2/29/2024

Greg Gubman, Community Development Director 2/29/2024

Attachments:

A. Resolution 2024-XX
B. Memorandum to SGVCOG Dated November 2, 2023

PLANNING COMMISSION
RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DIAMOND BAR, CALIFORNIA, RECOMMENDING THE ADOPTION OF AN UPDATE TO THE "VEHICLE MILES TRAVELED" THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF ANALYZING TRANSPORTATION IMPACTS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT TO THE CITY COUNCIL.

A. RECITALS

1. WHEREAS, on April 18, 1989, the City of Diamond Bar was established as a duly organized municipal corporation of the State of California.

2. WHEREAS, on July 25, 1995, the City of Diamond Bar adopted its General Plan incorporating all State mandated elements, and portions of the General Plan have been updated from time to time.

3. WHEREAS, on December 17, 2019, the City of Diamond Bar adopted its comprehensive update of the General Plan ("General Plan 2040").

4. WHEREAS, the California Environmental Quality Act Guidelines ("CEQA Guidelines") encourage public agencies to develop and publish generally applicable "thresholds of significance" to be used in determining the significance of a project's environmental effects.

5. WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as "an identifiable quantitative, qualitative or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant".

6. WHEREAS, CEQA Guidelines Section 15064.7(b) requires that thresholds of significance must be adopted by ordinance, resolution, rule, or regulations, developed through a public review process, and be supported by substantial evidence.

7. WHEREAS, pursuant to CEQA Guidelines Section 15064.7(c), when adopting thresholds of significance, a public agency may consider thresholds of significance adopted or recommended by other public agencies provided that the decision of the agency is supported by substantial evidence.

8. WHEREAS, Senate Bill 743, enacted in 2013 and codified in Public Resources Code Section 21099, required changes to the CEQA Guidelines regarding the criteria for determining the significance of transportation impacts of projects.

9. WHEREAS, in 2018, the Governor's Office of Planning and Research ("OPR") proposed, and the California Natural Resources Agency certified and adopted, new CEQA Guidelines Section 15064.3 that identifies vehicle miles traveled ("VMT") – meaning the amount and distance of automobile travel attributable to a project – as the most appropriate metric to evaluate a project's transportation impacts.

10. WHEREAS, as a result, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA.

11. WHEREAS, the City of Diamond Bar is one of 26 San Gabriel Valley Council of Governments (SGVCOG) member cities that opted into the SGVCOG SB 743 Implementation process.

12. WHEREAS, at the conclusion of the process, the SGVCOG VMT Evaluation Tool was developed for the SGVCOG region, including VMT screening establishing a baseline threshold.

13. WHEREAS, on July 21, 2020, the City Council adopted Resolution No. 2020-30, establishing Citywide VMT screening thresholds derived from the SGVCOG VMT Evaluation Tool.

14. WHEREAS, the current SGVCOG VMT Evaluation Tool is based on VMT outputs from the 2016 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) trip-based model and needs to be updated to be consistent with the 202 RTP/SCS activity-based model. Additionally, changes in population, employment, and traffic counts have been updated in the 2020 RTP/SCS;

15. WHEREAS, both updates have resulted in changes to the VMT threshold numbers and low VMT areas throughout the SGVCOG region; and

16. WHEREAS, on March 12, 2024, at a regularly scheduled meeting, the Planning Commission reviewed and considered the City of Diamond Bar's proposed updates to the VMT thresholds of significance for determining the significance of transportation impacts and recommends adoption to the City Council.

B. RESOLUTION

NOW, THEREFORE, it is found, determined and resolved by the Planning Commission of the City of Diamond Bar as follows:

1. This Planning Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the facts and evidence presented during the Planning Commission meeting regarding the City's proposed VMT thresholds of significance for determining the significance of transportation impacts, including oral and documentary evidence provided by City staff, the Planning Commission hereby finds as follows:

(a) The VMT Thresholds for each VMT type based on 15 percent below the baseline VMT that sets the most achievable VMT target. The baseline VMT shall be based on the most current and available Southern California Association of Governments Regional Transportation Plan travel demand model. The VMT per employee threshold for employment-generating projects shall be based on 15 percent below either the SGVCOG Southeast Subarea or SGVCOG Region, whichever results in the largest numerical value. The VMT per capita thresholds for residential projects may be based on the City, SGVCOG Southeast Subarea, or SGVCOG Region, whichever results in the largest numerical value. The VMT per service population thresholds for mixed-use projects may be based on the City, SGVCOG Southeast Subarea, or SGVCOG Region, whichever results in the largest numerical value.

(b) CEQA Guidelines. The adoption of local CEQA thresholds of significance for transportation impacts and the adoption of Local Transportation Assessment Guidelines will not have a significant environmental impact and are exempt from the CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations because the two actions are undertaken by the City for the protection of the environment. The revised CEQA thresholds will be compliant with a State mandate (SB 743) and will be used in a regulatory process (CEQA process) that involves procedures for the protection of the environment. Accordingly, the City Council will consider the recommendation to find the Resolution exempt from the environmental review requirements of CEQA pursuant to Section 15308 of Title 14 of the California Code of Regulations.

3. Based on the findings and conclusions set forth above, this Resolution shall serve as the Planning Commission's report to the City Council recommending adoption of the proposed updates to the VMT thresholds of significance as set forth in Exhibit A.

The Planning Commission shall:

(a) Certify as to the adoption of this Resolution; and

(b) Forthwith transmit a certified copy of this Resolution to the City Council of the City of Diamond Bar.

ADOPTED AND APPROVED THIS 12th DAY OF MARCH, 2024, BY THE PLANNING COMMISSION OF THE CITY OF DIAMOND BAR.

_____
Planning Commission Chair

I, Greg Gubman, Secretary of the Planning Commission of the City of Diamond Bar, do hereby certify that the foregoing Resolution was duly introduced, passed, and adopted, at a regular meeting of the Planning Commission held on the 12th day of March, 2024, by the following vote to wit:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

ATTEST: _____
Greg Gubman, Secretary

Memorandum

Date: November 27, 2023

To: Turner Lott, SGVCOG
Steph Wong, SGVCOG
Roy Choi, SGVCOG

From: Katy Cole, Jolene Hayes, and Biling Liu

Subject: **City of Diamond Bar**
Analysis of the City's VMT Thresholds (Deliverable 2.3)

OC20- 0715.02

This technical memorandum summarizes the vehicle miles traveled (VMT) differences between the SCAG 2016 and 2020 Regional Transportation Plan/Sustainable Communities (RTP/SCS) models and how these differences may affect the thresholds for vehicle miles of travel (VMT) impact analyses in the City of Diamond Bar (the City). The current SGVCOG VMT Tool is based on VMT outputs from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) trip-based model (TBM) and needs to be updated to be consistent with the 2020 RTP/SCS activity-based model (ABM). The change of both the model simulation platform (trip-based model to activity-based model) and the underlying data, such as traffic counts and socio-economic data, results in changes to the VMT threshold numbers and low VMT areas. The following memorandum describes the changes in VMT, and more specifically, the change in the number of low VMT areas that meet the low VMT screening criterion.

VMT Calculations

For the purpose of updating the SGVCOG VMT Evaluation Tool, we first considered how the change in model platforms (trip-based to activity-based) would change the low VMT areas in the City. In addition to the model platform, the change in the underlying inputs to the model (e.g., population, employment, traffic counts, etc.) also resulted in changes to the low VMT areas as illustrated by the differences between the 2016 and 2020 Total VMT per total population and employment (OD VMT/SP). This calculation is the same for both model versions, therefore, the change in low VMT areas shown in **Table 1** for OD VMT/SP reflects the effect of the new data inputs only, whereas the changes to home-based VMT per capita and work-based VMT per

employee are combinations of data updates and the change in model methodologies (trips versus tours).

Model Methodology Comparisons

The SCAG 2016 RTP/SCS trip-based model (TBM) VMT methodology includes all trips within the SCAG model for each of the following variable formats:

1. Origin-Destination (OD) VMT per Service Population (all vehicles and all trip purposes): The total VMT to and from all traffic analysis zones (TAZ) in the geographic area are divided by the total service population to calculate the efficiency metric of VMT per service population. Service population is defined as all residents and employees of the zones being evaluated. The image shows a visual representation of OD VMT per Service Population for a single project. To calculate it for a set geography, an analyst determines the total VMT produced to or from the geography divided by the total population plus employment of that same geography.

OD VMT Per Service Population

2. Home-based VMT per capita (automobile only): All home-based trips are traced back to the residence of the trip-maker. Trips without an origin or destination from home are excluded. For example, if you leave home and stop for coffee, then for gas, and then at the store before returning home, the trip from coffee to the gas station and from the gas station to the store would be deemed an "other to other" trip and omitted from HB VMT. The image shows a visual representation of Home-Based VMT per capita for a single home.

Home-Based VMT per Capita

3. Home-based work VMT per employee: Captures only the segment of the trip to work that directly connects home to work. All stops along the way to or from work are defined as work to/from other and are not part of the HBW VMT calculation. The image shows a visual representation of Home-Based work VMT per employee for a single home.

Home-Based Work VMT per Employee

The SCAG 2020/RTP/SCS model, an activity-based model (ABM), is quite different than the TBM because it considers the entire linked trip, or tour, that a person makes when leaving home or commuting to work. Whereas the calculation for total VMT per service population is the same under both models, the home-based and home-based work calculations are different.

1. OD VMT per Service Population (all vehicles and all trip purposes): The total VMT to and from all zones in the geographic area are divided by the total service population to calculate the efficiency metric of VMT per service population. This metric is the same as described above for the TBM.

2. VMT per capita (automobile only): Considers VMT for all tours embarked upon by residents, encompassing both Single Occupancy Vehicle (SOV) and High-Occupancy Vehicle (HOV) drivers (drivers only). The VMT is divided by the population within the geographic area. This method includes all trips made by the population of the geographic area, including those that do not directly start or end at home. For example, if you leave home and stop for coffee, then for gas, and then at the store before returning home, all of these legs of the trip together would be a "tour" and they are all included in the calculation. The image shows a visual representation of tour-based VMT per capita for a single home.

VMT per Capita (Tour-Based)

3. VMT per employee: Encompasses VMT for all work-related tours, encompassing both work and work-related business. The VMT is divided by the employees within the geographic area. For example, if a person commutes to work, then has a lunch meeting and runs a work errand mid-day, and then commutes home from work stopping at the gym on the way, all of these legs are summed together as work-related tours and are included in the calculation.

VMT per Employee (Tour-Based)

Baseline Data Differences (2016 vs. 2020 SCAG RTP/SCS)

The SCAG 2016 RTP/SCS was calibrated and validated based on traffic counts collected in 2012, the 2012 roadway network, 2012 transit network and ridership information, land use information, and other socio-economic inputs. The 2020 RTP/SCS was calibrated and validated based on the datapoints collected in 2016. The changes in the underlying data affected the low VMT areas within the SGVCOG region. To conduct comparative VMT results, the VMT from the SCAG 2016 RTP/SCS and 2020 RTP/SCS were both interpolated to 2023 baseline in the next VMT Comparison section.

VMT Comparison

Diamond Bar is located in the Southeast Subarea of the SGVCOG region. According to the *City of Diamond Bar Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (August 2020*), the City adopted the City of Diamond Bar (City) baseline VMT as the benchmark to determine CEQA transportation impacts for all project types (residential, employment, and mixed-use/regional retail). A comparison of the number of low VMT areas under the 2016 versus the 2020 RTP using the City's adopted threshold (15% below the City's baseline) is shown in **Table 1**.

Table 1: Comparison of Low VMT Areas Using Diamond Bar's Adopted VMT Baseline (2016 vs. 2020 RTP/SCS)

2023	Adopted Threshold (2016 RTP)			Adopted Threshold (2020 RTP)			Changes		
VMT Type	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark
OD VMT/SP	3	5	6	1	9	4	-2	4	-2
VMT/Capita	0	14	12	0	12	15	0	-2	3
VMT/Employee	2	18	7	6	15	6	4	-3	-1

Pursuant to the OPR Guidance, cities can adopt different baselines based on project types and states that employment-based VMT thresholds should use subregional or regional baselines. The City's current threshold (City) is appropriate for Total and home-based VMT types, but the City should consider using the Southeast as the baseline for employment-based VMT (VMT/Employee) consistent with OPR's guidance. The threshold for Total VMT, since it is a mix of both residential and employment, can use any baseline.

Table 2 shows the comparison of the thresholds for the different baseline options (SGVCOG, Southeast Subarea, and City) using the 2020 RTP model. The higher thresholds result in the ability to screen out more projects, whereby more transportation analysis zones (TAZs) generate less miles of travel per person than the baseline. For example, for Total VMT per service population (OD VMT/SP), a project that generates 31.7 miles of travel per person would exceed the thresholds for the SGVCOG and the Southeast Subarea of 28.93 and 31.67 miles per person, respectively but would fall below the City threshold (31.85 miles). The numbers in bold in **Table 2** are the basis for the comparisons in **Table 3** and serve as the thresholds that would achieve the lowest VMT thresholds and that are consistent with OPR's guidelines. As previously stated, the OPR Guidelines recommend a subregional

or regional VMT threshold for analyzing employment-generating projects. The City currently uses the City of Diamond Bar's employment VMT rate as the threshold. Changing the threshold from City to Southeast Subarea would result in the conversion of three low and four moderate VMT zones to seven high VMT zones.

Table 2: Baseline VMT Rates

	Baseline			15% Below Baseline (Threshold)		
Region/City	OD VMT/SP	VMT/Capita	VMT/Employment	OD VMT/SP	VMT/Capita	VMT/Employment
SGVCOG	34.03	24.10	39.23	28.93	20.49	33.34
Southeast	37.26	24.33	**39.47**	31.67	20.68	**33.55**
Diamond Bar	**37.47**	**30.53**	41.38	**31.85**	**25.95**	35.18

In **Table 3** below, based on the 2020 RTP, the Adopted Threshold (City) is compared to an alternative threshold. The City threshold continues to maximize low VMT areas for all project types, however, the OPR Guidance recommends a regional baseline for employment based VMT. The table below reflects the Southeast rather than the City threshold for employment generating projects, which results in seven more red areas, three fewer blue areas, and four fewer yellow areas as reflected in **Table 3** and in the maps.

Table 3: Comparison of Low VMT Areas (Adopted VMT Baseline vs. Alternative Baseline Option)

2023	Adopted Threshold (2020 RTP)			Alternative Threshold (2020 RTP)			Changes		
VMT Type	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark	TAZs More than 15% below Benchmark	TAZs 0 to 15% below Benchmark	TAZs Above Benchmark
OD VMT/SP	1	9	4	1	9	4	0	0	0
VMT/Capita	0	12	15	0	12	15	0	0	0
VMT/Employee	6	15	6	3	11	13	-3	-4	7

The 2023 baseline VMT maps reflecting the City's adopted VMT baseline under both the 2016 and 2020 RPT, as well as the alternative thresholds for consideration are shown in **Attachments A-C**.

Conclusion

This analysis compares the VMT metric options for CEQA VMT analysis purposes between the 2016 RTP/SCS and 2020 RTP/SCS SCAG regional travel demand model. The following provides takeaways based on this analysis:

- The SCAG regional model changed formats from a "trip-based" model to a "tour-based" activity-based model. This change, along with changes in traffic volumes, transportation behavior and socioeconomic conditions between the 2016 and 2020 RTP/SCS planning documents, resulted in changes to the way average VMT metrics are calculated and the actual VMT results throughout the region.
- A thorough comparison of VMT metrics and changes in the VMT was conducted to understand the implications for CEQA VMT analysis.
- Retaining the City's current thresholds of significance maximizes the number of "low VMT" screening areas; however, it is recommended that the City consider the use of Southeast for screening employment-based VMT consistent with OPR's guidance.

Next Steps

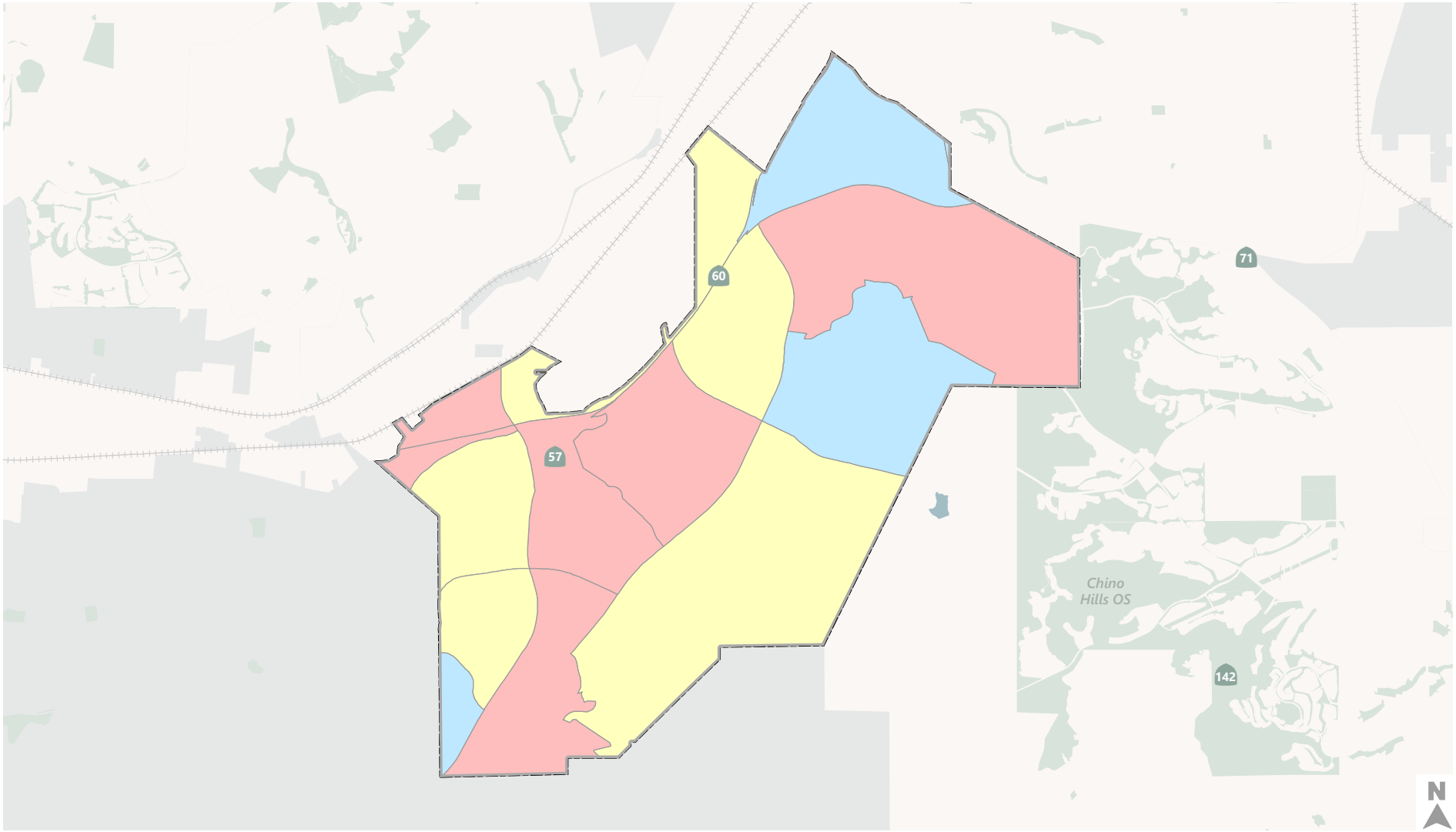
The findings for each participating SGVCOG city will be evaluated by each city to determine if the thresholds should be changed. Changing the thresholds will require City Council approval.

Attachments

- Attachment A: 2023 Baseline OD/SP VMT Maps
- Attachment B: 2023 Baseline Home-Based Work VMT Maps
- Attachment C: 2023 Baseline Home-Based VMT Maps

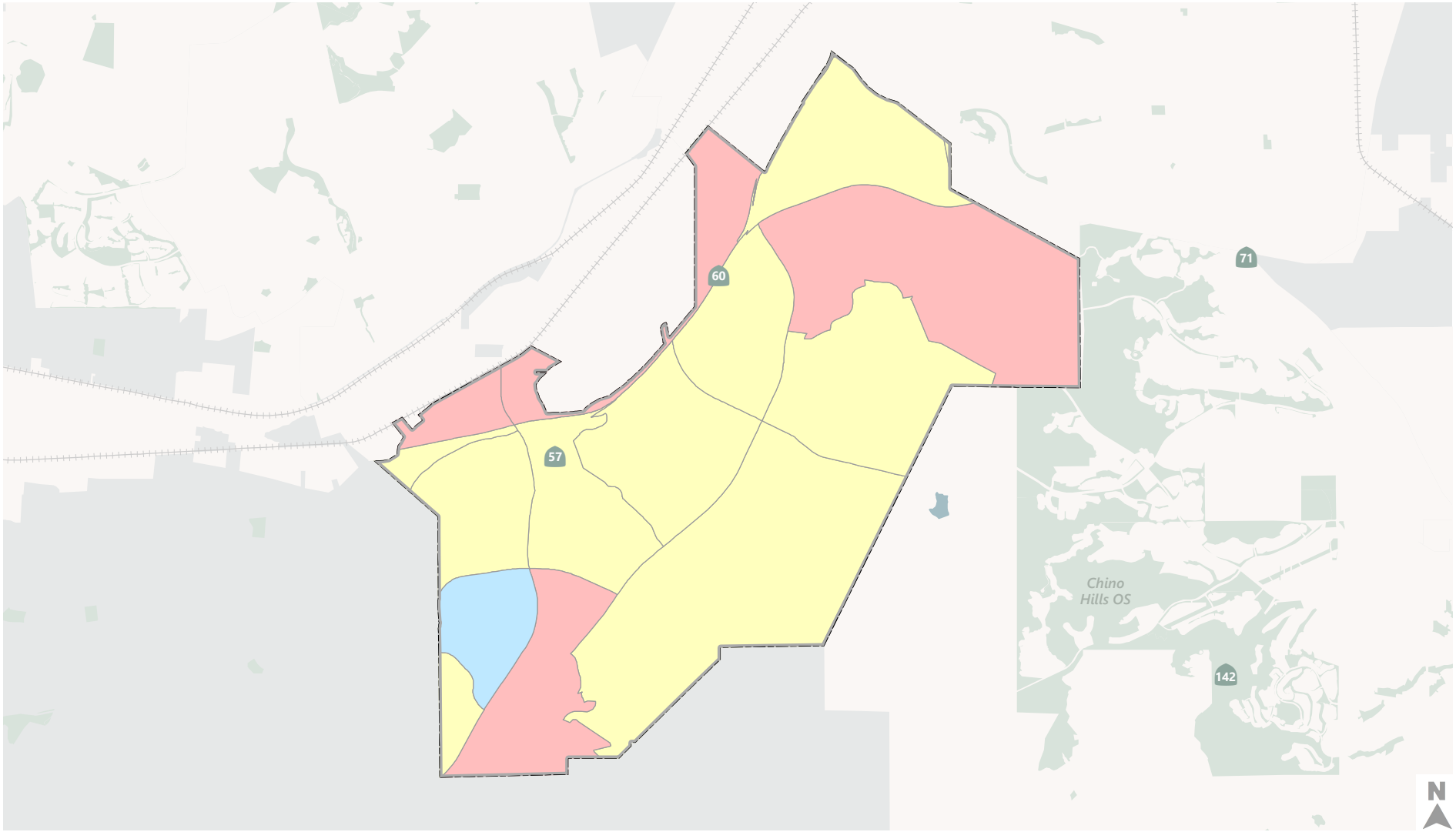
Attachment A

OD/SP VMT Maps



- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 OD VMT per Service Population from 2016 RTP Model with Adopted Threshold Diamond Bar

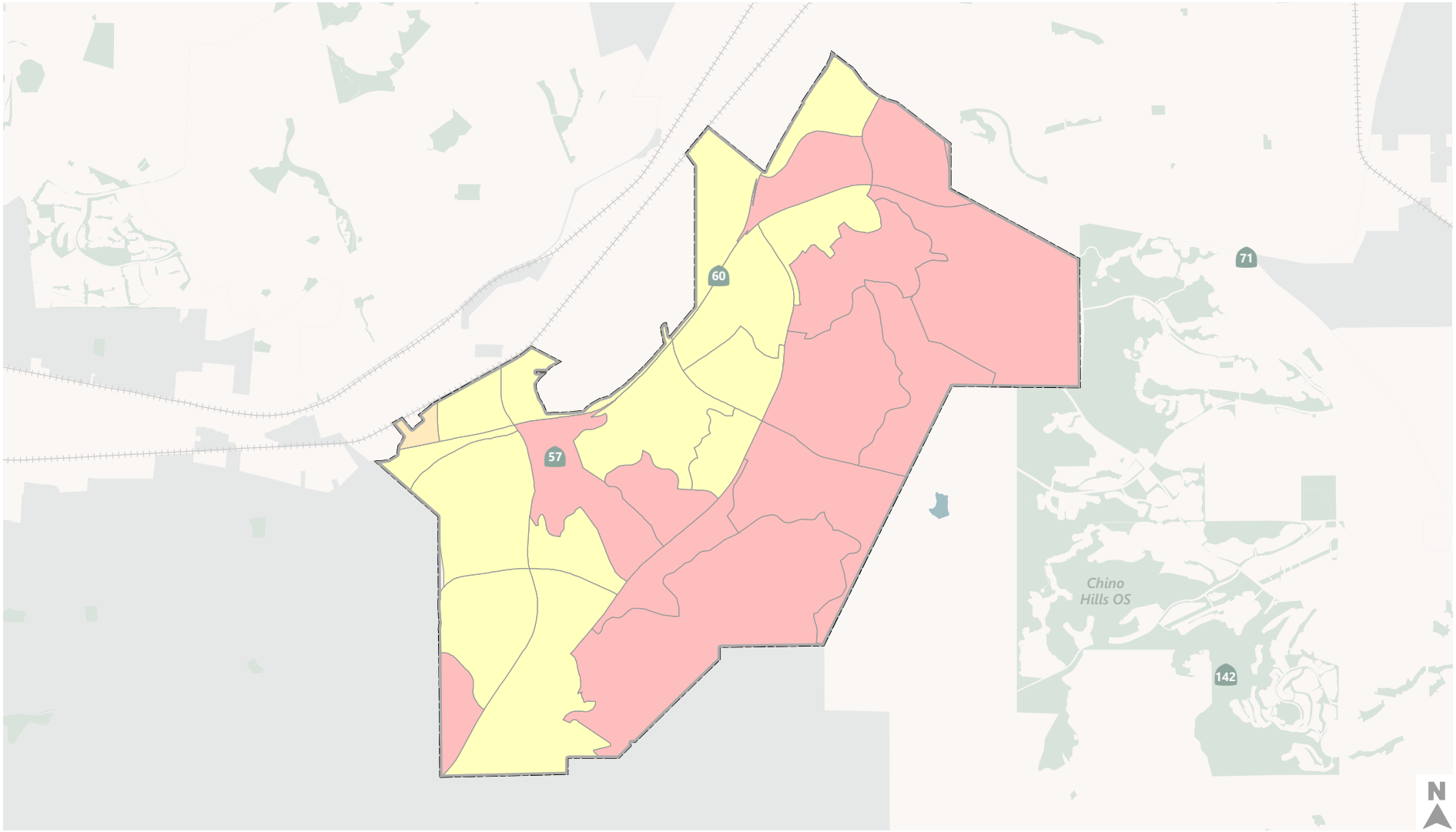


- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 OD VMT per Service Population from 2020 RTP Model with Adopted Threshold Diamond Bar

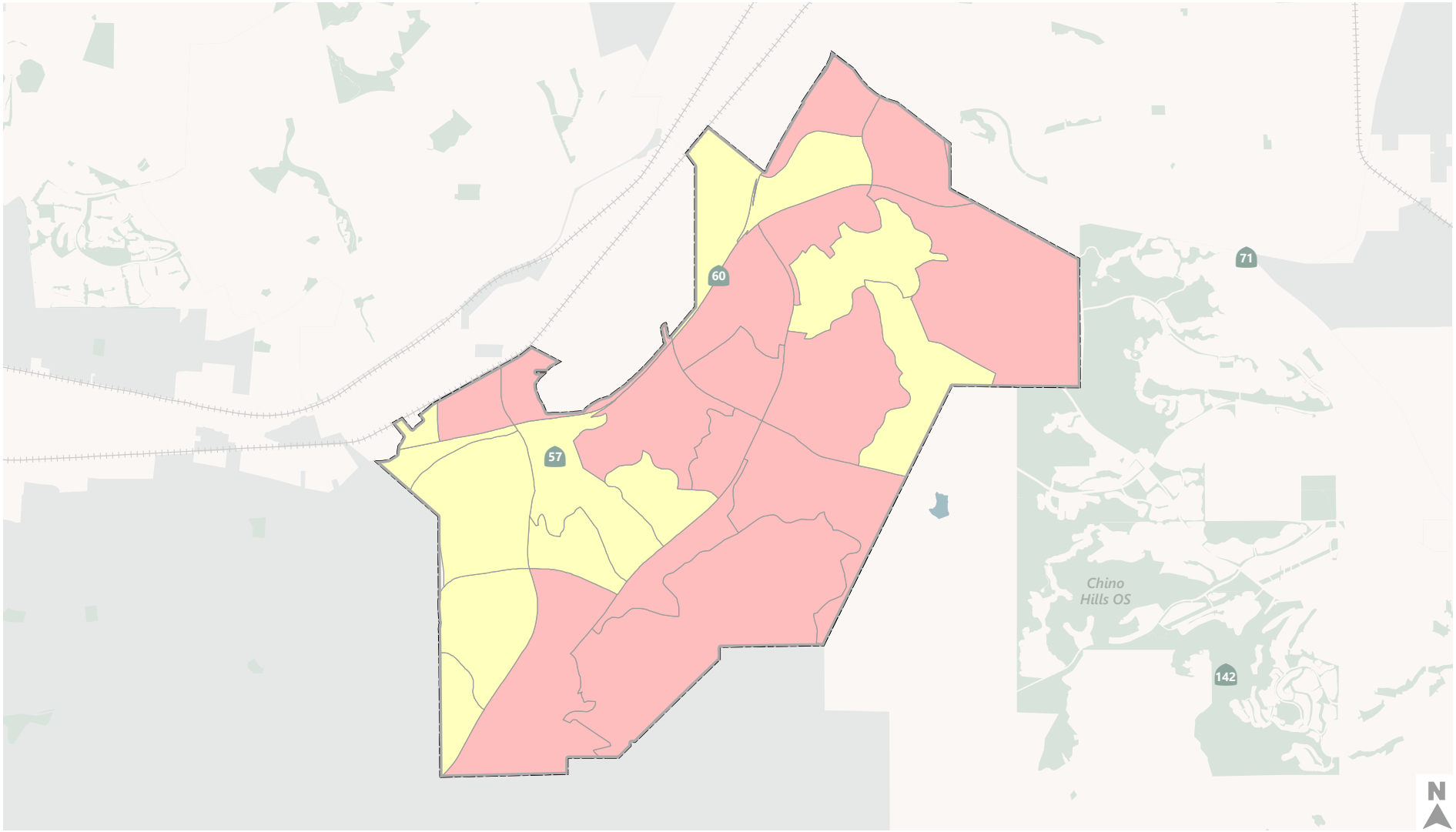
Attachment B

Home-Based VMT Maps



- No Population
- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 Home-based VMT per Capita from 2016 RTP Model with Adopted Threshold Diamond Bar

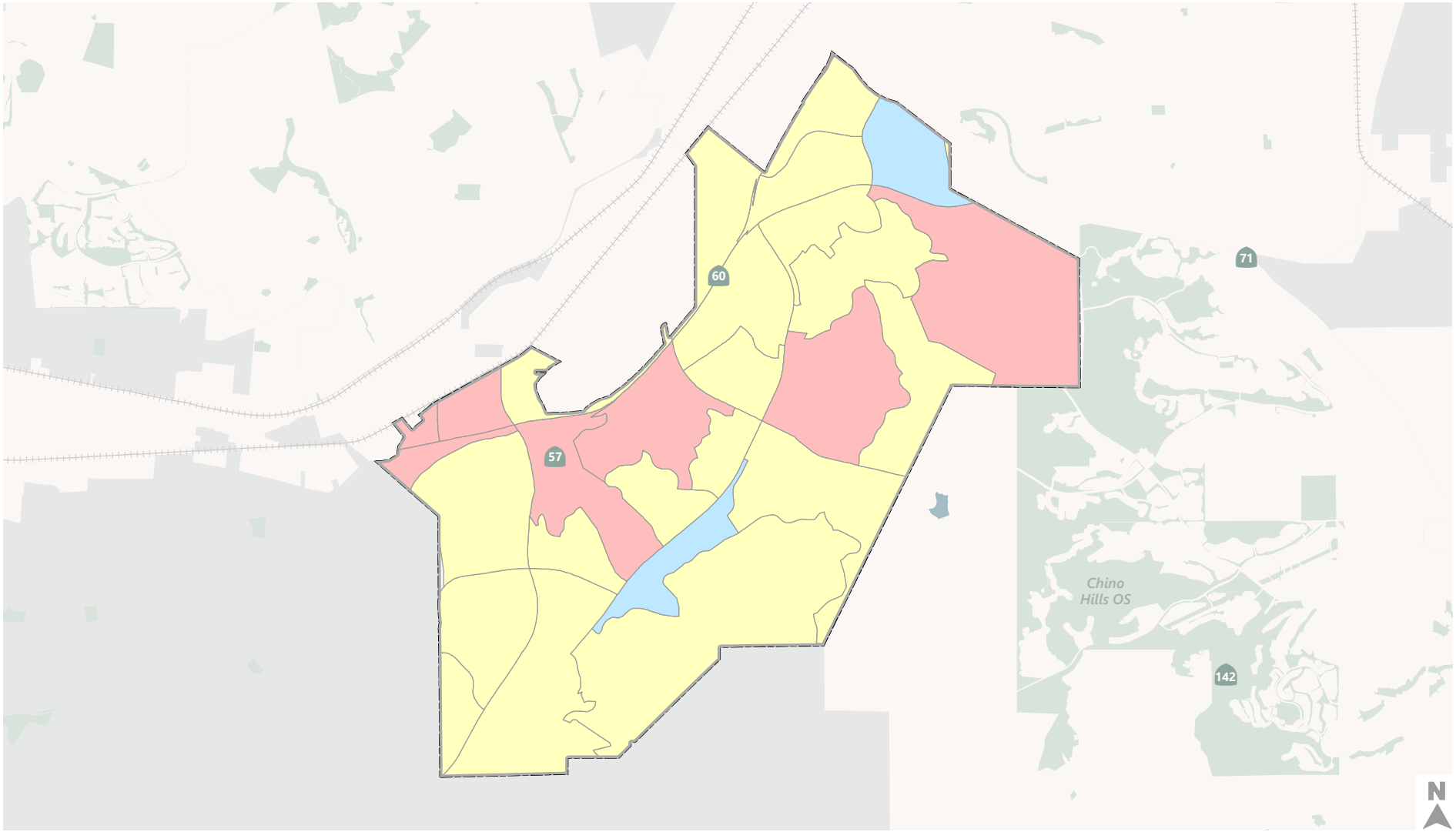


- No Population
- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 VMT per Capita from
2020 RTP Model with Adopted Threshold
Diamond Bar

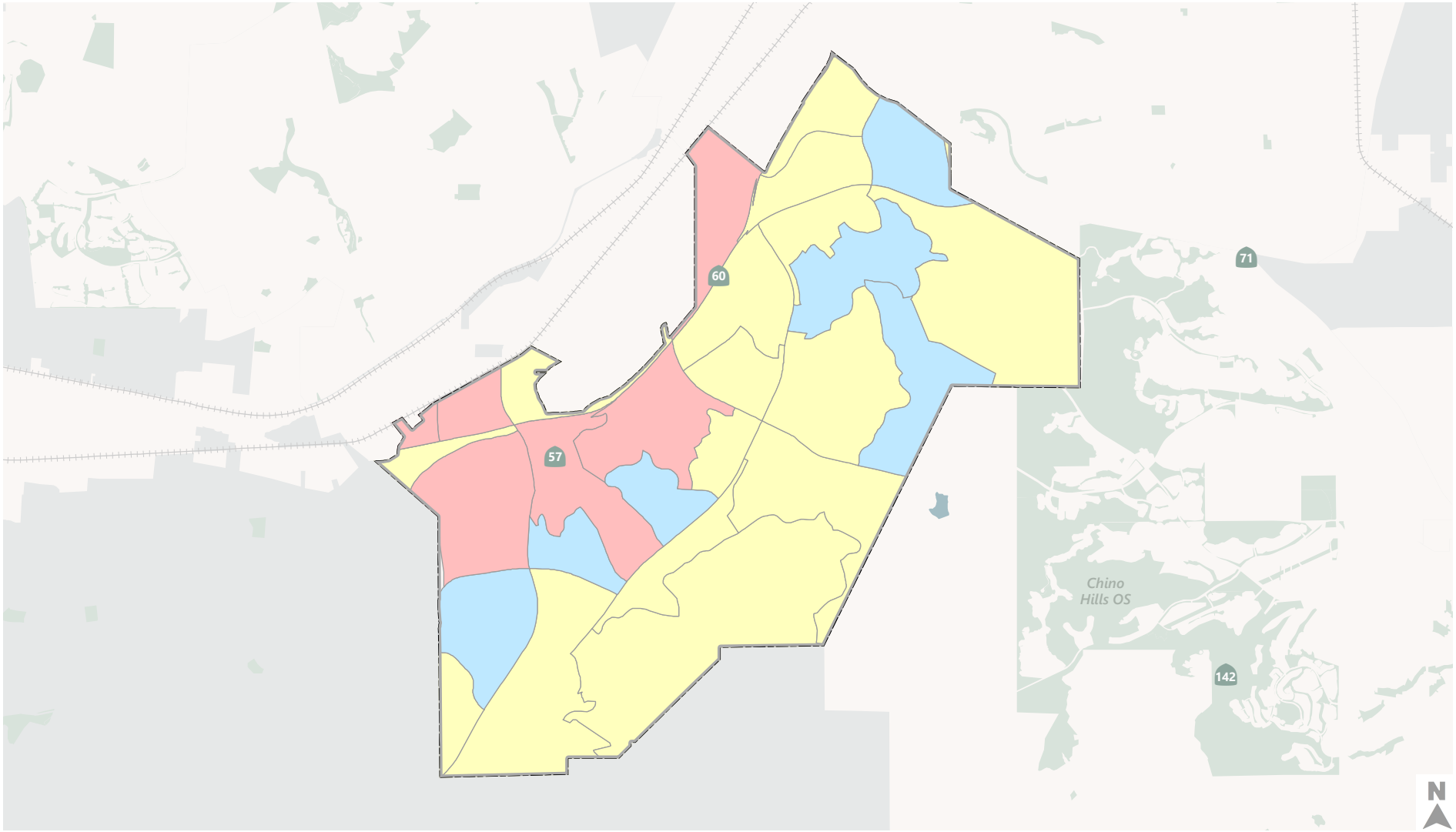
Attachment C

Home-Based Work VMT Maps



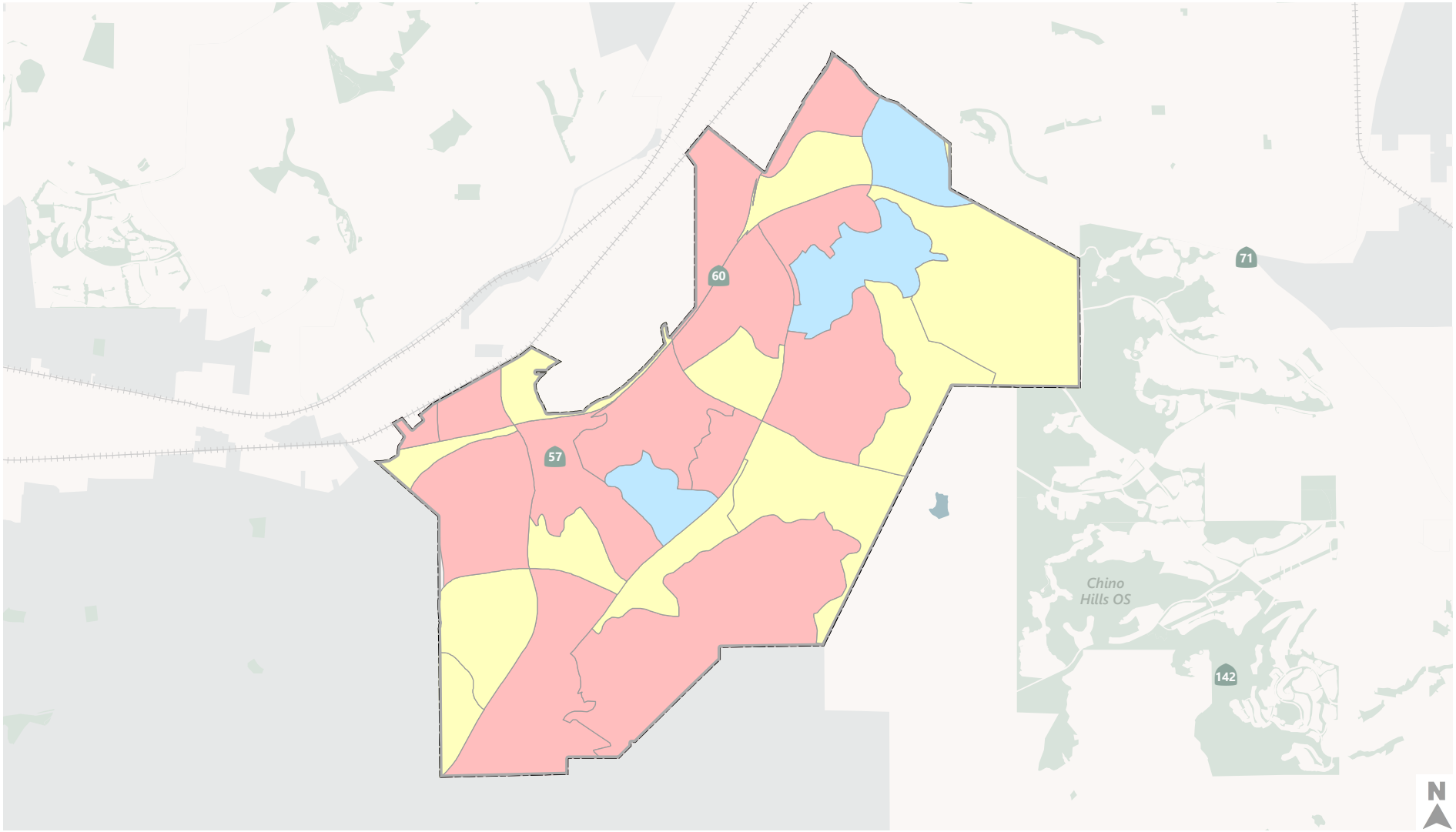
- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 Home-based Work VMT per Employee from 2016 RTP Model with Adopted Threshold Diamond Bar



- Less than 15% below regional average
- 0 to 15% below regional average
- Higher than regional average
- Diamond Bar

2023 VMT per Employee from
2020 RTP Model with Adopted Threshold
Diamond Bar



Less than 15% below regional average
0 to 15% below regional average
Higher than regional average
Diamond Bar

2023 VMT per Employee from
2020 RTP Model with Alternative Threshold
Diamond Bar

PLANNING COMMISSION
AGENDA REPORT

CITY OF DIAMOND BAR ~ 21810 COPLEY DRIVE ~ DIAMOND BAR, CA 91765 ~ TEL. (909) 839-7030 ~ FAX (909) 861-3117

AGENDA ITEM NUMBER: **7.2**

MEETING DATE: March 12, 2024

CASE/FILE NUMBER: General Plan Status Report for 2023

RECOMMENDATION:

Approve the report and forward to the City Council to receive and file.

BACKGROUND:

State Law requires each city to prepare and adopt a comprehensive, long-term General Plan to guide its physical development. The General Plan is a policy document comprised of goals and policies for implementation. In the fall of 2016, the City embarked on a comprehensive update to the General Plan to create a community vision and blueprint for the City through 2040. The City Council adopted *Diamond Bar General Plan 2040* on December 17, 2019.

In accordance with California Government Code Section 65400(b), the City is required to submit an annual General Plan status report to the local legislative body (City Council), the State Governor's Office of Planning and Research (OPR), and State Department of Housing and Community Development (HCD) on the status of the General Plan, its implementation progress, and how the City is meeting the region's housing needs. The attached report lists the City's progress toward the implementation of the updated General Plan for the period of January 1, 2023 to December 31, 2023.

The Planning Commission is asked to review the annual report and forward a recommendation to the City Council for its consideration as the legislative body responsible for administering the General Plan. Once accepted by the City Council, the report will be submitted to OPR and HCD. This report is due to HCD by April 1, 2024.

Major accomplishments during this period include the following:

- **Town Center Specific Plan:** The TCSP will provide the regulatory and urban design framework to establish a downtown, or "Town Center" in Diamond Bar as a walkable place with entertainment, retail, restaurants, community gathering spaces and urban housing opportunities. Several tasks were commenced and/or completed

throughout 2023. On January 24, the Planning Commission and City Council held a joint study session to discuss project buildout alternatives and approaches to encourage the development of inclusionary housing, and directed staff to evaluate a buildout of 2,055 dwelling units in the EIR. On March 21, the City hosted a community meeting to update the public on the project, with a focus on density and the incorporation of an inclusionary housing component to the plan. The Initial Study and Notice of Preparation of the Supplemental EIR were published on June 5. Significant progress on the Administrative Drafts of the Specific Plan and Supplemental EIR were made through the end of 2023, and the public review drafts of these documents are anticipated to be released by late spring of this year. The TCSP implements General Plan Goals LU-G-4, 12-14, 22-24, 35-39, 41-43, ED-G-1 and 2, CC-G-2, 11-13, CR-G-3-5, 14 and Housing Element Programs #8,9,12. as well as Policies LU-P-7, LU-P-8, ED-P-3, CC-P-5, CC-P-9, CC-P-16-18, 21-23, 25-26, 32-33, 41-51, CR-P-39-40 and CHS-P-14-15.

- **Public Safety:** The City completed installation of 50 Flock Safety Automated License Plate Reader security/surveillance cameras throughout the community. This project implements General Plan Goal PS-G-6.

- **Environmental:** The City contracted with Abound Food Care and is actively encouraging generators of edible food to establish contracts or agreements with food rescue organizations to divert edible food from being needlessly disposed of or destroyed as mandated under Senate Bill 1383 (SB 1383). The City is facilitating the establishment of partnerships between generators and food rescue organizations, fostering a collaborative approach to addressing food waste challenges. This implements General Plan Policy CHS-P-50.

- **Economic Development:** The City launched the Open Rewards pilot program app during Diamond Bar's Restaurant Week (October 1st to October 15th), where diners were offered a 20% reward for making purchases at Diamond Bar eateries. During the 2-week timeframe, over $4,200 in rewards were distributed, amounting to a total economic impact of $22,075.35 or approximately a 5x return on the initial investment. This program implements General Plan Goal ED-G-3.

- **Citywide Bus Shelters Replacement:** The Citywide replacement of bus shelters and unsheltered bus stop amenities was completed. Among other upgrades, the new bus shelters feature a City logo on the back panel, solar-powered (where feasible), and owned by the City. This project implements General Plan Policies CC-P-1, CC-P-4, CR-P-1, and CR-P-48.

- **Citywide Street Name Sign:** The replacement of internally illuminated street name signs (with the new design) and LED safety lights for arterial streets was completed. Replacement of the residential street name signs with the new design (new windmill logo, new typeface, etc.) was completed for half of the City. The second half of the City's residential areas will be addressed in 2024. This project implements General Plan Policy CC-P-1.

- **Canyon Loop Trail Project:** The first and most significant phase of the project was complete. The improvements on the hardpan trail were successful and includes a safer trail experience and improved amenities such as three benches, a new stairway, gabion walls, water diverters to protect the trail from erosion, V-swales, a water velocity reducer to protect the blue line stream, timber fencing, directional trail makers, and overall trail compaction to ensure a safe experience for residents. In addition to those amenities, staff installed two site maps and one flora/fauna interpretative panel, and three shade structures above each bench. The team will continue to work with all consultants at US Fish and Wildlife and CA Fish and Wildlife as staff implements the Habitat Mitigation and Monitoring Program (HMMP) in 2024. In short, this program addressed the environmental impact this project included and will provide a five-year plan which includes on-site vegetation restoration to ensure the revegetation of the habitat is as greater amount than the take during the project. This project implements General Plan Goals and Policies RC-G-3, RC-P-9, PF-G-1 and PF-P-14.

A complete summary matrix of the City's progress toward implementing the General Plan is provided in Attachment A.

PREPARED BY:

Grace Lee
Grace Lee, Senior Planner 3/12/2024

REVIEWED BY:

Grace Lee
Grace Lee, Senior Planner 3/4/2024

Greg Gubman
Greg Gubman, Community Development Director 3/4/2024

Attachments:

A. 2023 GP Status Report Matrix

City of Diamond Bar General Plan Status Report 2023

Period beginning January 1, 2023, and ending December 31, 2023

OVERVIEW

On December 17, 2019, the City Council adopted Diamond Bar General Plan 2040, which is a State mandated document that the City uses to plan the framework for its future physical, social, and economic development. The General Plan is considered a long-term document that projects development within a community for approximately 20 years. The General Plan serves as the foundation for all land use decisions and provides a vision and blueprint about how a community will grow, reflecting community priorities and values while shaping the future.

The City of Diamond Bar General Plan consists of the following eight elements ("Chapters"):

1) Land Use & Economic Development
2) Community Character & Placemaking
3) Circulation
4) Resource Conservation
5) Public Facilities & Services
6) Public Safety
7) Community Health & Sustainability
8) Housing

The following information summarizes the status of the goals and policies that the City has implemented for each chapter of the updated General Plan in 2020. Each chapter is organized by color scheme for navigation.

1. Land Use & Economic Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
LAND USE & ECONOMIC DEVELOPMENT This chapter provides the overall framework for the physical development of the community and the distribution and intensity of land uses upon which many of the goals and policies in other chapters are based.				
GENERAL				
Goals				
LU-G-4	Land Use	Locate new residential growth in or adjacent to mixed-use centers and transit stations to support regional and statewide efforts to encourage sustainable land use planning and smart growth principles.	In June 2022, the City kicked off the preparation of the Town Center Specific Plan for the Town Center Mixed-Use focus area. The TCSP will provide the regulatory and urban design framework to establish a downtown, or "Town Center" in Diamond Bar as a walkable place with entertainment, retail, restaurants community gathering spaces and urban housing opportunities. Several tasks were commenced and/or completed in 2023. On January 24, the Planning Commission and City Council held a joint study session to discuss project buildout alternatives and approaches to encourage the development of inclusionary housing, and directed staff to evaluate a buildout of 2,055 dwelling units in the EIR. On March 21, the City hosted a community meeting to update the public on the project, with a focus on density and the incorporation of an inclusionary housing component to the plan. The Initial Study and Notice of Preparation (IS/NOP) were published on June 5, and a public scoping meeting was held on June 8 to obtain public input on the scope of environmental issue areas that should be addressed in the Supplemental EIR. Comments on the IS/NOP were received	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			through July 5, 2023. Significant progress on the Administrative Drafts of the Specific Plan and Supplemental EIR were made through the end of 2023, and the public review drafts of these documents are anticipated to be released in the spring of 2024.	
Policies				
LU-P-1	Land Use	Ensure that the scale and massing of new development provides sensitive transitions or design techniques in building height, bulk, and landscaping to minimize impacts on adjacent, less intensive uses, particularly residential uses.	All new development projects are reviewed to ensure compliance with the City's General Plan policies and design guidelines, including but not limited to, massing and scale of buildings, building materials and colors to blend in with the surrounding environment, appropriate setbacks, building separations and heights, landscaping, and window and door placements. To comply with the Housing Accountability Act (SB 330), the City's FY 2023/24 budget includes funding for the hiring of a consultant to assist the city in the preparation of Citywide objective design standards.	Community Development
LU-P-4	Land Use	Monitor and evaluate potential impacts of proposed adjacent, local, and regional developments to anticipate and require mitigation to the greatest extent feasible to reduce land use, circulation, and economic impacts on Diamond Bar.	On October 30, 2023, the Los Angeles County Department of Regional Planning published a Draft Environmental Impact Report (DEIR) in preparation for the development of 360 dwelling units on a 75.65-acre portion of an existing golf course (Royal Vista Golf Club). On December 22, 2023, the City provided a letter in response to the DEIR, requesting additional analyses and mitigations be provided to address potential blight, land use and safety, and transportation concerns. The City also requested additional analyses of the potential development on the remaining 80-acre portion of the golf course.	Community Development
LU-P-5	Land Use	Ensure that adequate public services, facilities, and infrastructure are available or provided to support new development, including water, wastewater, stormwater, solid waste, transportation, public safety, and parks.	**Safe, Clean Water Program (Measure W)** Staff prepared and submitted the City's Measure W Annual Plan to the County of Los Angeles. The Annual Plan outlined the City's proposed Measure W expenditures for the fiscal year, including CIP projects, routine maintenance, consultant costs, efforts to pursue grant funding, and staff time. As a result, Diamond Bar received its local return of over $8K for FY 2023-2024. **Parks and Facility Projects:** The design of the redevelopment of Maple Hill Park was started in 2023. The project includes the complete replacement of the restroom building and the playground and significant ADA improvements. The design work is scheduled to complete in 2024, with the construction work starting subsequently.	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			The design of the redevelopment of Heritage Park and Community Center was started in 2023. The project includes significant upgrades to the community center, complete reconstruction of the detached park restroom building, ADA and parking lot improvements, landscaping, and park facilities upgrades. The design work is scheduled to complete in 2024, with the construction pending funding.	
LU-P-6	Land Use	When appropriate, require new development to pay its fair share of the public facilities and off-site improvements needed to serve the proposed use.	The Public Works Dept. requires all new development projects to pay their fair share of public improvements, including a City sewer fee (when applicable), traffic, and road infrastructure.	Public Works
LU-P-7	Land Use	As larger vacant or underutilized sites within the built environment are developed or redeveloped, maximize multimodal accessibility with appropriately designed street networks, and walkable block sizes scaled to proposed uses.	The Town Center Specific Plan (see Goal LU-G-4 above) will establish a fine-grained street and block grid to encourage pedestrian and bicycle circulation, and improved connectivity between the east and west sides of Diamond Bar Boulevard.	Community Development
RESIDENTIAL				
Goals				
LU-G-7	Land Use	Promote a variety of housing and neighborhood types that respond to a range of income, household sizes, and accessibility levels.	The City began drafting a Development Code amendment for consistency with AB 2221 (Quirk-Silva) and SB 897 (Wieckowski). The Code amendment is tentatively scheduled for Planning Commission hearing on May 14, 2024. The City has been processing new ADUs in accordance with the new State laws and continues to encourage ADUs and Junior ADUs, which provide an affordable housing option for lower income households. In 2023, 32 building permits for ADUs were issued.	Community Development
Policies				
LU-P-8	Land Use	Ensure that new residential development be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design. Where the General Plan designates higher densities, provide adequate transitions to existing development.	All new residential development requires review and approval by the Planning Commission through a Development Review application process to assess a project's compatibility, architectural design, size, scale and massing with the neighborhood. The Planning Commission reviews the design to ensure compliance with the City's General Plan policies and design guidelines, and to minimize adverse effects of the proposed project upon the surrounding properties and the City in general. In compliance with recent legislation, the City has begun the process of formulating objective design standards for residential development, beginning with the drafting of the Town Center Specific Plan regulatory document, and	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			will embark on the preparation of Citywide objective design standards in 2024.	
LU-P-9	Land Use	Incorporate architectural and landscape design features in new development that create more pedestrian-friendly neighborhoods, such as orientation to the street; set-back, or detached garages; tree-lined streets; and landscaped parkways between streets and sidewalks.	Through the development review process, all new development is reviewed to promote high functional and aesthetic architectural and landscape standards to complement and add to the economic, physical, and social character of Diamond Bar.	Community Development
COMMERCIAL, OFFICE, AND INDUSTRIAL				
Goals				
LU-G-11	Land Use	Support existing commercial centers by encouraging ongoing investment and, where appropriate, reuse and redevelopment.	In 2023, the City approved three Conditional Use Permits for an educational center, dance studio and fitness studio. All three businesses have occupied an existing tenant space, thereby encouraging ongoing investment of the existing commercial center. In addition, 175 new business licenses were issued in 2023.	Community Development
Policies				
LU-P-13	Land Use	Promote the revitalization of existing neighborhood commercial centers by encouraging property owners to maintain and improve the appearance of individual buildings and commercial centers through building façade improvements, landscaping, and pedestrian improvements.	The City is working on the creation of an Economic Development page on the City's website. While the website is still being built, it will likely be launched to the public in 2024.	City Manager's Office & Community Relations
LU-P-14	Land Use	Improve vehicular accessibility, traffic flow, and parking availability as well as pedestrian and bicycle access and amenities within office, commercial, and industrial areas.	During project review, staff ensures that all office, commercial, and industrial areas provide improved vehicular accessibility, traffic flow, and parking availability as well as review for opportunities to incorporate pedestrian and bicycle access and amenities. **Adaptive Traffic Control System** The City's Adaptive Traffic Control System (ATCS) is a traffic management strategy in which traffic signal timing changes or adapts based on actual traffic demand. This is accomplished using an adaptive traffic control system consisting of both hardware and software. The system's deployment (hardware and software) was completed and deployed in 2020. After being in service, the system is serving the City well, especially with all of the regional and local construction projects that are happening in the City. Staff continues to monitor the system for a robust coverage of the traffic circulation on the City's main arterials.	Community Development Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			Diamond Bar Boulevard/SR60 Eastbound Ramp Intersection project (Diamond Bar Blvd dual left turn to SR-60 East onramp) In 2023, the design work was completed, and an approval (permit) was obtained from Caltrans for the subject project. The project will be done in Caltrans Right-of-Way. It went through a lengthy and detailed approval process with the State agency. With the grant funding approved in 2022, the project will be constructed as a change order to the main 57/60 Confluence Project in 2026-7. **Confluence Project** The construction work on the main SR57/SR60 Confluence Project commenced in 2023. Project improvements will stretch from just south of the northbound SR-57/SR-60 merge to eastbound SR-60 and south of the Golden Springs Drive overpass and along a portion of Grand Avenue from the City of Industry to the City of Diamond Bar. The project will include significant upgrades of the freeway system, including adding lanes and on/off ramps, as well as the replacement of the Grand Ave overcrossing (bridge over the freeway). Although the project is sponsored by Metro, it is implemented by the San Gabriel Valley Council of Governments under an approval and permit issued by Caltrans. Due to work happening on or immediately adjacent to the City right-of-way and the traffic diverted or detoured in or to the City, staff in the Public Works Department are directly involved in the day to day works of the project. The project is scheduled to be completed in 2028. **Grand and Golden Springs Project** The construction of the widening project at the intersection of Grand Ave and Golden Spring Drive continued in 2023. The majority of the work was completed in 2023, and it will be completed in early 2024.	
MIXED USE				
Goals – General				
LU-G-12	Land Use	Encourage compact mixed-use developments and projects that are walkable, designed to encourage community interaction, and fulfill a diversity of local commercial, employment, housing, and recreational needs.	*See Land Use Chapter Goal LU-G-4.*	Community Development
LU-G-13	Land Use	Maximize multi-modal accessibility to and connectivity within mixed-use areas.	*See Land Use Chapter Goal LU-P-7.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
LU-G-14	Land Use	Foster development of nodes or clusters of mixed-use centers to promote city and neighborhood identity, improve accessibility to stores, parks, natural open spaces, and services, and promote walkable, pedestrian-scaled retail and dining destinations.	*See Land Use Chapter Goal LU-G-4.*	Community Development
Goals – Town Center Mixed Use				
LU-G-22	Land Use	Promote and support the commercial area on both sides of Diamond Bar Boulevard from Golden Springs Drive to SR-60 as a vibrant, pedestrian-oriented Town Center that serves as Diamond Bar's primary specialty retail and dining destination and is accessible to all Diamond Bar residents.	*See Land Use Chapter Goal LU-G-4.*	Community Development
LU-G-23	Land Use	Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
LU-G-24	Land Use	Allow residential and office uses as secondary to commercial (retail, dining, and entertainment) uses.	*See Land Use Chapter Goal LU-G-4.*	Community Development
Policies – Town Center Mixed Use				
LU-P-35	Land Use	Ensure that any reuse, redevelopment, or refurbishment of the Town Center area maintains a dominance of retail, dining, and entertainment uses. Allow residential uses within the designation's permitted maximum range, as well as offices, either on upper floors or otherwise in locations that do not detract from the area's predominant role as a community shopping, dining, and entertainment destination.	*See Land Use Chapter Goal LU-G-4.*	Community Development
LU-P-36	Land Use	Prioritize and support renovation, infill, and reuse of the existing commercial center. Require, where appropriate, redesign and modernization of architectural treatment and the introduction of finer-grained pedestrian network, as well as utilization of parking lots to create central gathering spaces and make the Town Center more pedestrian-friendly.	*See Land Use Chapter Goal LU-G-4.*	Community Development
LU-P-37	Land Use	Utilize buildings and streetscapes to define the public realm and encourage pedestrian activity and comfort. To further promote these objectives, incorporate attractive landscaping elements and usable outdoor green spaces, and discourage new drive through uses.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
LU-P-38	Land Use	Promote site designs that create an active street frontage and screen off-street parking from the Diamond Bar Boulevard and Golden Springs Drive frontages.	*See Land Use Chapter Goal LU-G-4.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
LU-P-39	Land Use	Streetscape and intersection improvements along the major corridors of South Diamond Bar Boulevard and Golden Springs Drive should enhance connectivity, comfort, and safety for all modes of travel, and increase accessibility to and from surrounding areas.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
LU-P-41	Land Use	Maximize accessibility for transit, automobiles, cyclists, and pedestrians to the Town Center from surrounding neighborhoods, the Metrolink station, and other Diamond Bar destinations.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
LU-P-42	Land Use	Avoid expanses of surface parking and encourage the consolidation and location of parking to the rear or side of buildings where appropriate.	*See Land Use Chapter Goal LU-G-4.*	Community Development
LU-P-43	Land Use	When updating the Development Code's parking standards or preparing specific plans, evaluate parking ratios for the Town Center to balance the financial feasibility of development projects with the provision of adequate parking for visitors. Coordinate with developers and transit agencies to the extent possible to provide alternative modes of transportation to allow for reduced parking requirements.	*See Land Use Chapter Goal LU-G-4.*	Community Development
PUBLIC FACILITIES, OPEN SPACE, AND HILLSIDES				
LU-P-56	Land Use	Ensure that development on privately owned, residentially designated land in hillside areas is compatible with surrounding natural areas promoting the following design principles: a) Minimize—as articulated by the landform grading criteria of the Development Code's Hillside Management regulations—excavation, grading, and earthwork to retain natural vegetation and topography; b) Preserve existing vistas of significant hillside features such as ridgelines, particularly from public places; c) Do not create unsafe conditions; d) Incorporate site and architectural designs that are sensitive to natural contours and land forms and hydrological features; e) Preserve natural watersheds, including existing vegetation within undeveloped hillside areas to the maximum extent feasible, including mature trees and native plant materials; f) Incorporate fuel modification as part of the Fire Department's approved fuel modification program; g) Utilize planting palettes consisting of drought tolerant, fire resistant, non-invasive plants that are native to or compatible with those in the surrounding area; and	All new residential development requires review and approval by the Planning Commission through a Development Review application process to ensure compliance with the design principles listed. **Violation Prevention** To preserve resources and prevent code violations, the City issued six NPDES Notices of Violation, mostly related to illicit discharges into the storm drain system.	Community Development Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		h) Group plants within swale areas to more closely reflect natural conditions within landform graded slopes.		
ECONOMIC DEVELOPMENT				
Goals				
ED-G-1	Economic Development	Prioritize infill development opportunities and the reuse of existing vacant commercial space to grow the city's base of residents and employment to ensure long-term fiscal sustainability and promote conservation of natural open space.	*See Land Use Chapter Goal LU-G-4.*	Community Development
ED-G-2	Economic Development	Provide for the development of jobs and commercial uses within Diamond Bar to reduce residents' commutes, and to encourage residents to shop and dine locally.	The TCSP envisions the Town Center to become Diamond Bar's downtown, a mixed-use village setting where the local workforce can live and work, and provide the greater community with more local options to shop and dine.	Community Development
ED-G-3	Economic Development	Support the retention, rehabilitation, and/or expansion of existing businesses, and the attraction of new businesses.	In October of 2023, the City launched Open Rewards, a purpose-built application aimed at fostering positive economic growth in communities. This program supported the retention and expansion of existing businesses in town. The pilot program ran during Diamond Bar's Restaurant Week (October 1st to October 15th) - diners were offered a generous 20% reward for making purchases at Diamond Bar eateries. During the 2-week timeframe over $4,200 in rewards were distributed – amounting to a total economic impact of $22,075.35 or approximately a 5x return on the initial investment. *Also see Land Use Goal LU-G-11.*	City Manager's Office & Community Development
Policies – Commercial Centers				
ED-P-3	Economic Development	Create commercial centers or districts that have a sense of place and provide attractive places to shop, dine, and gather. Within these areas, support the development of uses and distinct characters that complement other commercial areas within Diamond Bar and adjacent jurisdictions.	*See Land Use Chapter Goal LU-G-4.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
ED-P-4	Economic Development	Collaborate with business owners, the Regional Chamber of Commerce – San Gabriel Valley and/or business development organizations to promote shopping and dining opportunities in Diamond Bar. Efforts may include listing information on local business on the City's website, working with the Regional Chamber or business development organizations to establish and sustain promotional events and programs, increasing local business participation at community events, and developing promotional materials and guides to showcase existing businesses.	The City is actively engaged in collaborative efforts with business owners, the Regional Chamber of Commerce – San Gabriel Valley, and/or business development organizations to boost awareness and participation in shopping and dining opportunities within Diamond Bar. Our joint initiatives focus on promoting the vibrant local dining scene, encouraging community members to explore the diverse offerings during Diamond Bar Restaurant Week. Through strategic marketing campaigns including direct mailings, a dedicated website, social media and partnerships, the City aims to enhance the visibility of local businesses and foster a thriving economic environment. Regular updates on our collaborative endeavors will be shared to keep the community informed about the progress and impact of these initiatives.	City Manager's Office
Policies – Community-Serving Uses				
ED-P-6	Economic Development	Work with property owners of existing office centers to increase the daytime population and facilitate opportunities to attract quality office tenants and supporting commercial businesses.	The new three-story medical office building in the Brea Canyon Business Park located at 850 S. Brea Canyon Road has completed construction.	Community Development
ED-P-7	Economic Development	Allow for home occupations where compatible with the privacy and residential character of the neighborhood.	Home based businesses are allowed, and are required to comply with the operating standards in Diamond Bar City Code Section 22.42.070, where the business shall be incidental and secondary to the residential use of the property. Modifications that alter the character of the residence or change its occupancy classification are prohibited, and activities that create nuisances, such as glare, light, noise, solid waste, or other characteristics in excess of that customarily associated with similar residential uses are prohibited. 87 home-based business licenses were issued in 2023.	Community Development

2. Community Character & Placemaking

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
COMMUNITY CHARACTER & PLACEMAKING This Chapter guides the physical form and character of the City by providing strategies to strengthen the City's identity through both new development and public improvements. Placemaking elements include features such as monuments and decorative treatments that define City entry points, public art installations, decorative streetscape elements at key intersections or districts, and landscaping that creates a memorable and unified character. The Goals and Polices contained in this Chapter provide direction to incorporate such elements into both new development projects and public improvements. The majority of the Goals and Policies are related to the new opportunities within the four mixed-use focus areas and encourage walkable and pedestrian-oriented neighborhoods.				
OVERALL CHARACTER & DESIGN				
Goals				

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
CC-G-2	Community Character & Placemaking	Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
CC-G-4	Community Character & Placemaking	Preserve the scale and character of existing residential neighborhoods and ensure sensitive transitions between densities and uses.	*See Land Use Chapter Policies LU-P-1 and LU-P-8.*	Community Development
CC-G-5	Community Character & Placemaking	Provide an expanded pedestrian and bicycle infrastructure network to improve connectivity throughout the city where topography and technology permit.	**Diamond Bar Boulevard Complete Streets Corridor** The initial design of the Diamond Bar Boulevard Complete Streets Project was completed in 2020. In light of the new TCSP and to implement the City's new vision for the Town Center area, a redesign effort for a reimagined complete street was started in 2023. The design work is scheduled to be completed in 2024. The City secured $3 million in Metro grant funding for construction. To ensure adequate funding for the project, the City submitted multiple grant funding requests, and eventually, in 2023, an additional $4M was awarded to the Project under the State's Transportation Commission's Active Transportation Program (ATP) Cycle 6 Metropolitan Planning Organization allocation.	Public Works
Policies – City Identity				
CC-P-1	Community Character & Placemaking	Develop visual gateways at entry points to the city and at the entrances to the Neighborhood Mixed Use, Town Center, Transit-Oriented Mixed Use, and Community Core areas. Establish a gateway design palette and guidelines consistent with the existing gateway at Grand Avenue and Longview Drive, employing the same or a similar elements of streetscape design, monument signage, lighting, and building massing and setback.	**Street Name Sign** Replacement of the residential street name signs with the new design (new windmill logo, new typeface, etc.) was completed for half of the City. The second half of the City's residential areas will be covered in 2024. Replacement of internally illuminated street name signs (with the new design) and LED safety lights for arterial streets was completed in 2023. Procurement of new bus shelters for the City-wide replacement of bus shelters was completed in 2023. Among other upgrades, the new bus shelters will feature a City logo on the back panel. *Also applies to Circulation Chapter Policies CR-P-20 and CR-P-21.*	Public Works
CC-P-4	Community Character & Placemaking	Continue to support community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include seating, bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved	*See Community Character & Placemaking Chapter Policy CC-P-1.*	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.		
CC-P-5	Community Character & Placemaking	Establish a landscaping palette made up of native, drought-tolerant plants and stormwater management systems with a view to enhancing beautification and sustainable landscaping practices.	*See Land Use & Economic Development Chapter Policy LU-P-5 and Community Character & Placemaking Chapter Goal CC-G-5 and Policy CC-P-1.* The streetscape design in the TCSP project area will be centered around reducing the number of years to carbon neutral/zero carbon in order to reduce the effects of climate change by planting evergreen trees and installation of cool pavements such as hydro pavers.	Community Development & Public Works
CC-P-9	Community Character & Placemaking	Encourage pedestrian orientation in mixed-use development using a variety of site planning and architectural strategies, such as locating and orienting buildings to street frontages, plazas, or pedestrian paseos; providing visual transparency through fenestration; entries and arcades close to the street edge and sidewalk; and/or incorporating porches, patios, or outdoor spaces that overlook or interact with front yards or sidewalks.	The TSCP is intended to create vibrant public realm with a high intensity mix of uses to include retail, office, hotel, civic, and residential uses, and a bustling active environment during both day and evening hours. Numerous new public spaces, both hardscape squares and landscaped greener park spaces, will be located throughout the Plan area to provide a variety of environments that will serve residents and downtown visitors alike. *See Land Use Chapter Goal LU-G-4 and LU-P-7 and Community Character & Placemaking Chapter Goal CC-G-5 and Policy CC-P-1*	Community Development
CC-P-11	Community Character & Placemaking	In residential and mixed-use areas, use traffic calming measures such as pavers, bollards, sidewalk bulb-outs, and speed humps to slow travel speeds.	**Neighborhood Traffic Management Program (NTMP)** In residential neighborhoods, the NTMP continues to be an effective tool in providing a procedure to implement traffic calming devices in neighborhoods that experience speeding and cut-through traffic. The program's goal is to improve the livability of neighborhoods by empowering residents with the proper calming devices to modify driver behavior. In 2023, a complete revision of the City's NTMP Guidelines was completed. The Guidelines, which will replace the current Guidelines after the Council's approval, will significantly improve and streamline the NTMP process by creating two separate procedures (vs. the current one-fit-for-all procedure) for local and broad impact traffic issues. The design and construction work on both Hawkwood Drive and North Del Sol NTMP neighborhoods were completed, and staff monitored the improvements in 2023. Additionally, as a pilot project for the new NTMP Guidelines, a traffic calming project was completed in the Northampton neighborhood.	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			Also applies to Circulation Chapter Policies CR-P-22 and CR-P-23 and Community Health & Sustainability Policy CHS-P-29.	
Policies – Parks & Open Spaces				
CC-P-13	Community Character & Placemaking	Encourage landscaped common public spaces to be incorporated into new mixed-use development.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
CC-P-15	Community Character & Placemaking	Where public space fronts the sidewalk, ensure that it is primarily open and free of walls or other obstructions (not including trees, lights, and steps). Use landscaping strategically to identify pedestrian entrances and articulate edges for plazas and courtyards.	See Circulation Chapter Policy CR-G-5.	Public Works
CC-P-16	Community Character & Placemaking	Ensure that common spaces be integrated elements of development, coordinating landscaping and amenities with the projects' architecture and character.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
Policies – Site Planning & Parking				
CC-P-17	Community Character & Placemaking	Encourage the aggregation of individual small lots into larger development parcels within mixed-use areas that will support an appropriately-scaled, cohesive and economically viable development.	*See Land Use Chapter Goal LU-G-4.* The TCSP is an important component of the City's overall strategy to revitalize older areas and expand housing production. Incentives for lot consolidation are being considered as the TCSP is being crafted to encourage the improvement of underutilized properties.	Community Development
CC-P-18	Community Character & Placemaking	As large vacant or underutilized sites are developed or redeveloped, maximize multimodal accessibility with fine-grained street networks and walkable block sizes. Generally limit new block sizes to a maximum of about 400 feet in length. Mid-block plazas or alleys may be considered if the intent is to ensure fine-grained patterns where pedestrian access can be accommodated in intervals no more than 400 feet apart.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.*	Community Development
CC-P-21	Community Character & Placemaking	Site plans should be designed to create pedestrian-oriented neighborhoods that follow these guidelines: a) Buildings should be oriented to the street; b) Garages and parking areas should be screened and/or located at the side or rear of properties wherever possible; and c) Landscaping, sidewalk conditions, and other streetscape elements should be improved during rehabilitation and new construction.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-7.* The planning goals for the TCSP include the following: 1. To implement the community vision, goals and policies of the General Plan, which established the Town Center Mixed-Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather.	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			2. To make the town center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience. 3. Ensure that the physical design and programming of the town center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development. 4. The town center allows for car-lite/car-optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated thus furthering progress to the City's climate action goals. 5. The town center provides great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.	
CC-P-22	Community Character & Placemaking	Orient buildings adjacent to public spaces such that entries, windows, and seating areas face the public space.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-23	Community Character & Placemaking	Where appropriate and feasible, locate and orient active uses (such as commercial uses and parks) along the street edges of new mixed-use development, at street corners, or along main roadways internal to larger developments.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-25	Community Character & Placemaking	Encourage the design of shared parking for commercial and office uses where possible.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-26	Community Character & Placemaking	Establish reduced minimum commercial parking requirements for all development within new mixed-use land use designations. Reduced parking requirements should be supported by proximity to transit, shared parking, and technologies that, once mainstreamed, would reduce the need for conventional parking layouts.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
Policies – Building Massing and Design				
CC-P-29	Community Character & Placemaking	Promote the revitalization of existing commercial centers by encouraging property owners to maintain and improve the appearance of individual buildings and commercial centers through building façade improvements, landscaping, and pedestrian improvements.	On September 18, 2023, approval was granted to convert an existing auto repair station to a convenience store at a gas station located at 22628 Golden Springs Drive. The structure was constructed in 1983 and the project will include renovating the building façade as well as enhance the onsite landscaping.	Community Development
CC-P-30	Community Character & Placemaking	Ensure that infill residential development is designed to be sensitive to the scale, character, and identity of adjacent existing development.	All new residential development requires review and approval by the Planning Commission through a Development Review application process to assess a project's compatibility, architectural design,	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			size, scale and massing with the neighborhood. The Planning Commission reviews the design to ensure compliance with the City's General Plan policies and design guidelines, and ensure sensitive transitions between densities and uses.	
CC-P-32	Community Character & Placemaking	Emphasize human-scaled design within large-scale commercial and mixed-use centers. Employ measures such as articulated massing, awnings, and landscape elements to break down the scale of development.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-33	Community Character & Placemaking	Encourage new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches: a) Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials; b) Maintaining overall harmony while providing smaller-scale variety; and c) Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
TOWN CENTER MIXED USE FOCUS AREA				
Goals				
CC-G-11	Community Character & Placemaking	Support an intense mix of active uses on both sides of Diamond Bar Boulevard within the Town Center focus area.	*See Land Use Chapter Goal LU-G-4 and Policy LU-P-21.*	Community Development
CC-G-12	Community Character & Placemaking	Establish an inviting and comfortable public realm that encourages pedestrian activity in the Town Center focus area.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-G-13	Community Character & Placemaking	Establish a new pedestrian-oriented "Main Street" within the Town Center focus area lined with retail uses.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
Policies				
CC-P-41	Community Character & Placemaking	Through development review, ensure that the Town Center remains predominantly a community shopping, dining, and entertainment destination, and that residential uses and offices are located so as not to detract from this image.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
CC-P-42	Community Character & Placemaking	Prioritize retail and other uses that promote pedestrian activity on the ground floor of buildings.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-43	Community Character & Placemaking	Establish gateways to the Town Center area at the intersections of Diamond Bar Boulevard and Golden Springs Drive and at Diamond Bar Boulevard and Palomino Drive. Gateway elements should be consistent with the gateway design palette.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
CC-P-44	Community Character & Placemaking	As the Town Center redevelops, enhance pedestrian connectivity throughout the district through the incorporation of a new "Main Street" within the western portion of the focus area that is off of or set back from Diamond Bar Boulevard.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-45	Community Character & Placemaking	The design of new development should be pedestrian-oriented, with the majority of building frontages located at the new street edge and with entrances located along the roadway or along pedestrian pathways or public spaces.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-46	Community Character & Placemaking	Ensure that new buildings employ horizontal and vertical building articulation and diversity in color, materials, scale, texture, and building volumes.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
CC-P-47	Community Character & Placemaking	Develop specific building height and other development standards through implementation mechanisms such as the City's Zoning Ordinance or a master or specific planning process.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
CC-P-48	Community Character & Placemaking	Encourage dining establishments to incorporate outdoor dining or sidewalk cafés.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
CC-P-49	Community Character & Placemaking	Encourage reductions in surface parking and allow for the development of consolidated parking structures, provided that they are screened from view from Diamond Bar Boulevard and Golden Springs Drive.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-50	Community Character & Placemaking	Where possible, above-grade parking structures should be wrapped with pedestrian uses where they front onto active streets. If active uses are not feasible, frontages should be architecturally attractive. This may include unique designs and materials such as glass, articulated masonry, murals, or landscaping setbacks.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CC-P-51	Community Character & Placemaking	Enhance the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development

3. Circulation

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
CIRCULATION				

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
This Chapter is aimed at improving the transportation network within the City, balancing the circulation needs with safety and access across a variety of modes of transportation, including automobile travel, public transit, non-motorized transportation and goods movement through a Complete Streets approach.				
TRANSPORTATION NETWORK AND STREET DESIGN				
Goals				
CR-G-1	Circulation	Improve the operating efficiency of the transportation system by reducing vehicle travel demand and providing opportunities for other modes of travel. Before approving roadway improvements that focus on increasing vehicle capacity, consider alternatives that reduce vehicle volumes and prioritize projects that would reduce single-occupancy vehicle use and greenhouse gas emissions.	The City's Transportation Study Guidelines are implemented in the review of the new development projects for, among other things, the mitigation and reduction of the level of Vehicle Mile Traveled (VMT) of the projects. Additionally, in 2023, the City started the process updating the Transportation Study Guidelines per the new requirements and clarifications from the State and the new (2020) model data from SCAG.	Public Works
CR-G-2	Circulation	Maintain a street classification system that considers the broad role of streets as corridors for movement but also reflects a Complete Streets concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, including neighborhood schools.	*See Community Character & Placemaking Chapter Goal CC-G-5.*	Public Works
CR-G-3	Circulation	Strive to achieve a finer grained network of streets and pedestrian/bicycle connections as development occurs, especially in focus areas such as the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CR-G-4	Circulation	Design roadways serving pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort and walkability, and commercial patronage.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
CR-G-5	Circulation	Develop neighborhood streets and alleys that encourage walking, biking, and outdoor activity through engineering and urban design principles that reduce the potential for speeding and cut-through traffic, which may include traffic calming measures.	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.*	Community Development
Policies				
CR-P-1	Circulation	When redesigning streets, plan for the needs of different modes by incorporating elements such as shade for pedestrians, safe pedestrian-friendly crossings/ intersections, lighting at the pedestrian scale, bike lanes, signage visible to relevant modes, transit amenities, etc.	**Citywide Bus Shelter Replacement** In 2023, the replacement of all bus stop amenities on the City right-of-way was completed. The project replaced all sheltered and unsheltered bus stop amenities city-wide using Prop A funding. This excluded the bus stops upgraded in the past three years by using grant funding from the Foothill Transit Authority.	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			Additionally, in 2023, a bus shelter was replaced, and one stop was turned from unsheltered to sheltered at Golden Springs Dr. and Calbourne by using the latest grant from Foothill Transit Authority. *Also applies to Circulation Chapter Goal CR-P-3, CR-G-13 and Policies CR-P-8 and CR-P-48*	
CR-P-2	Circulation	Promote new street designs and efforts to retrofit existing streets in residential neighborhoods minimize traffic volumes and/or speed as appropriate without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices.	**Local Highway Safety Improvement Program (HSIP) Project** Federal regulations require each state to develop a Strategic Highway Safety Plan (SHSP) to reduce traffic accident fatalities and serious injuries on all public roadways. While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) is the means for providing City-owned roads with the opportunity to address unique highway safety needs in their jurisdictions while contributing to the SHSP. The City applied for and was awarded a grant by Caltrans to develop an LRSP. The City's LRSP was completed, and its findings were presented to the City's Traffic and Transportation Commission 2022. An LRSP is a recommended prerequisite to apply for specific State Grant applications, including HSIP Grants which are awarded to implement the recommendations in the LRSP. In 2022, the City submitted a Caltrans Cycle 11 HSIP Grant application with a list of proposed traffic improvements. The City was awarded over $300K HSIP grant funding in 2023. The project engineering design started in late 2023. The goal is to complete the design work in spring 2023 and immediately start the bidding process for construction and installation. The project will improve pedestrian and cyclist safety at nine main intersections of the City with high-visibility crosswalks, upgraded signal heads, and pedestrian crosswalk counter heads. *See Community Character & Placemaking Chapter Goal CC-G-5.* *Also applies to Circulation Chapter Policies CR-P-19, CR-P-26, CR-P-45, and CR-P-65, and Public Safety Chapter Policy PS-P-35.*	Public Works
CR-P-3	Circulation	Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and	*See Circulation Chapter Policies CR-P-1 and Goal CR-G-13.*	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling, and transit by improving the safety and accessibility of those modes.		
CR-P-4	Circulation	Develop traffic calming strategies for Diamond Bar Boulevard between Temple Avenue and Golden Springs Drive in order to provide a safe and comfortable pedestrian-friendly environment along and through the Neighborhood Mixed Use and Town Center Mixed Use areas.	*See Community Character & Placemaking Chapter Goal CC-G-5.*	Public Works
CR-P-5	Circulation	Necessary transportation improvements should be in place, or otherwise guaranteed to be installed in a timely manner, before or concurrent with new development. In evaluating whether a transportation improvement is necessary, consider alternatives to the improvement consistent with CR-G-1, and the extent to which the improvement will offset the traffic impacts generated by proposed and expected development.	*See Community Character & Placemaking Chapter Goal CC-G-5.*	Public Works
VEHICLE CIRCULATION				
Goals				
CR-G-7	Circulation	Ensure smooth traffic flows by maintaining or improving traffic levels of service (LOS) that balance operational efficiency, technological and economic feasibility, and safety.	*See Circulation Chapter Goal CR-G-1.*	Public Works
CR-G-8	Circulation	Encourage reduction in vehicle miles traveled (VMT) as part of a strategy to reduce greenhouse gas (GHG) emissions.	*See Circulation Chapter Goal CR-G-1.*	Public Works
CR-G-9	Circulation	Create and maintain programs for funding transportation improvements, with fair and equitable sharing of transportation improvement costs.	*See Circulation Chapter Goal CR-P-2.*	Public Works
CR-G-10	Circulation	Discourage traffic from SR-57 and SR-60 from using Diamond Bar roadways as alternatives to the freeway.	*See Land Use Chapter Goal LU-P-14.*	Public Works
Policies – Level of Service (LOS) Standards				
CR-P-12	Circulation	Balance meeting LOS standards with the need to reduce VMT through maintaining and supporting multi-modal connectivity such as transit, bicycling, walking, and by encouraging infill development with a pedestrian-friendly urban design character.	*See Circulation Chapter Goal CR-G-1,*	Public Works
CR-P-13	Circulation	Maintain a standard of LOS D during peak hour conditions on all streets in the City's jurisdiction, with exceptions as noted below: a) Brea Canyon Rd south of Diamond Bar Blvd (LOS F) b) Brea Canyon Rd north of Diamond Bar Blvd (LOS E)	*See Circulation Chapter Goal CR-G-1.*	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		c) Grand Ave west of Country View Dr (LOS E) d) Diamond Bar Blvd at SR-60 Eastbound Ramps (LOS F).		
CR-P-14	Circulation	Prioritize pedestrian movement and safety— through wider sidewalks, more frequent pedestrian crossings, sidewalk bulbouts, median pedestrian refuges etc.—rather than LOS in Community Character Priority Areas, which are areas designated for higher density mixed-use development in the General Plan. *See Section 4.4 for more detailed policies on bicycle and pedestrian movement in mixed-use areas.*	*See Community Character & Placemaking Goal CC-G-5.*	Public Works
CR-P-19	Circulation	Develop a prioritized program to implement measures to reduce traffic collisions at collision hot spots. Continue to monitor collision data for type, location, severity, and cause and update the collision reduction program as needed.	Due to higher-than-normal collision rate observed in 2023 at Diamond Bar Blvd and Mountain Laurel, the City implemented a project to change the signal system at this location from protected/permissive left-turn phasing to protected-only left-turn phasing at this intersection. Protected/permissive left-turn phasing provides a protected phase (green arrow) during one interval and allows unprotected turns (on a circular green) to be made through gaps in the opposing traffic flow during another interval. With this new change, vehicles can make a left turn only during the left turn green arrow. This required changes to the lanes arrangement and the signal heads at the intersection. The City will monitor the other protected/permissive left-turn intersections City-wide for collision causes and rates to implement similar changes, if needed. *Also applies to Circulation Chapter Goal CR-P-2.*	Public Works
Policies – Adaptive Traffic Control (ATCS) & Intelligent Traffic Systems (ITS)				
CR-P-20	Circulation	Implement measures such as additional signal timing and synchronization, speed limit regulations, and ITS techniques to increase safety and reduce congestion. Maintain a pavement management system and maintenance program for all public roadways throughout the City.	*See Land Use & Economic Development Chapter Policy LU-P-14.* **Battery Back-Up and CCTV Replacement Program** Battery backup units are a critical part of the City's public safety efforts as they allow traffic signals to operate fully for a short period and then operate on red flash for several hours in an emergency resulting in a power outage. CCTV cameras display live feeds of the City's most heavily used intersections, allowing staff to view and diagnose any traffic or public safety concerns quickly. The City implemented a multi-year program to replace battery backup systems that have reached their useful life on the City's 66 signalized intersections. The City is also implementing CCTV cameras at intersections that do not already have them. The year 2 of the project was completed by 2023.	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
CR-P-21	Circulation	On an ongoing basis, examine opportunities to avoid delay, spillover, or cut-through traffic onto Diamond Bar's roadways through techniques such as adaptive traffic control systems along major corridors and traffic calming measures along cut-through routes that would reduce speeds and discourage drivers from electing to drive on them. Consider financial and technological feasibility and community priorities to determine whether and how strategies should be implemented.	*See Land Use & Economic Development Chapter Policy LU-P-14 and Circulation Chapter Policy CR-P-20.*	Public Works
Policies – Safety				
CR-P-22	Circulation	Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management where appropriate and feasible.	*See Community Character & Placemaking Chapter Policy CC-P-11*	Public Works
CR-P-23	Circulation	Maintain the integrity of existing residential areas and discourage cut-through traffic by retaining cul-de-sacs and implementing other traffic calming measures that promote safe driving at speeds appropriate to the surrounding neighborhood, particularly at Prospectors Road, Chaparral Drive, Sunset Crossing Road, Lycoming Street, and Washington Street.	*See Community Character & Placemaking Chapter Policy CC-P-11*	Public Works
Policies – Inter-Jurisdictional Coordination				
CR-P-26	Circulation	As opportunities arise, coordinate with other jurisdictions, including neighboring cities, Los Angeles County, San Bernardino County, and Caltrans, on improvements to street segments common to the City of Diamond Bar and other jurisdictions.	*See Circulation Chapter Policy CR-P-2.*	Public Works
CR-P-27	Circulation	Encourage improvements to regional routes and arterial streets to account for environmental, aesthetic, and noise concerns, as well as to provide adequate buffers to adjacent land uses.	*See Community Character & Placemaking Chapter Policies CC-P-1*	Public Works
CR-P-29	Circulation	Solicit State and Federal funds to improve area freeways and local streets.	*See Community Character & Placemaking Chapter Goal CC-G-5 and Circulation Chapter Goal CR-P-2.*	Public Works
PEDESTRIAN AND BICYCLE CIRCULATION				
Goals				
CR-G-11	Circulation	Expand and strengthen existing pedestrian and cyclist network and facilities.	*See Community Character & Placemaking Chapter Goal CC-G-5*	Public Works
CR-G-12	Circulation	Improve safety and accessibility for pedestrians and cyclists.	*See Community Character & Placemaking Chapter Goal CC-G-5*	Public Works
Policies – Design & Programs				
CR-P-36	Circulation	Where appropriate, plant street trees and provide landscaping along major pedestrian and bicycle routes to provide shade and	*See Circulation Chapter CT-P-36. The project will include those elements.*	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		barriers between cyclists and motorists, as well as enhance aesthetics.		
Policies – Bicycle & Pedestrian Movement in Mixed Use Areas				
CR-P-39	Circulation	Ensure a safe environment for pedestrians and cyclists while allowing for local traffic to access freeways in the Neighborhood Mixed Use area through the following strategies: a) Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture along Diamond Bar Boulevard; b) Implementing traffic calming measures such as reduced vehicle speeds, striping and signage along Diamond Bar Boulevard; c) Buffering bike lanes along Diamond Bar Boulevard; d) Enhancing pedestrian crossings at the intersection of Diamond Bar Boulevard and Sunset Crossing Road, at Diamond Bar Boulevard and Highland Valley Road, and at Diamond Bar Boulevard and the SR-60 on/off ramps; and e) Incorporating multi-use pathways internal to new development and connecting to existing development.	*All these elements and considerations are being incorporated into the design of the Diamond Bar Complete Street Project and the future TCSP. The project is described in Community Character & Placemaking Chapter Goal CC-G-5. After completion, this project will be used as a Complete Street template for the rest of the City.*	Public Works
CR-P-40	Circulation	Provide for a vibrant Town Center that encourages pedestrian activity and comfort within the Town Center Mixed Use area while accommodating through traffic along Diamond Bar Boulevard through the following strategies: a) Establishing a new pedestrian-oriented main street or pedestrian pathway in the Town Center; b) Enhancing the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers; c) Buffering bike lanes along Diamond Bar Boulevard; d) Improving crosswalks at the intersection of Diamond Bar Boulevard and Palomino Drive, at Diamond Bar Boulevard and Golden Springs Drive, and where Diamond Bar Boulevard intersects with the driveway to the Town Center; and e) Strengthening cyclist and pedestrian connections between the Town Center area and nearby schools to provide safe and convenient routes to the Town Center for students by identifying barriers such as safety hazards and gaps in the	*See Land Use Chapter Goal LU-G-4 and Policies LU-P-7 and CC-P-21.* *See Circulation Chapter Goal CR-P-39.*	Community Development Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		bicycle and pedestrian networks and implementing improvements to address those barriers.		
CR-P-41	Circulation	Promote a fine-grained network of safe pedestrian, bicycle, and vehicle connections in the Transit Oriented Mixed-Use area, emphasizing connectivity to the Metrolink station through the following strategies: a) Improving crosswalks along Brea Canyon Road and Lemon Avenue; b) Enhancing the pedestrian experience along South Brea Canyon Road within the Transit Oriented Mixed Use area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, and pedestrian-scaled lighting, where feasible; c) Providing high-visibility pedestrian and bicycle connections to the Metrolink station; d) Incorporating multi-use pathways internal to new development and connecting to existing development; and e) Studying the potential for shuttle, bikeshare, and/or other linkages to improve the convenience of travel within the mixed-use area.	*See HSIP Improvements as described in Circulation Chapter Goal CR-P-2*	Public Works
Policies – Safety				
CR-P-43	Circulation	When planning capital improvement programs, ensure that projects incorporate measures that strengthen the protection of cyclists in bike lanes by implementing improvements such as increasing visibility of lane markings and signage, increasing bike lane widths, raising lanes, designing safer intersection crossings and turns, and buffering lanes from traffic wherever feasible, prioritizing bicycle lanes along arterials.	*See Diamond Barl Blvd Complete Street Project as described in Community Character & Placemaking Chapter Goal CC-G-5.*	Public Works
CR-P-44	Circulation	Enhance bicycle and pedestrian safety and comfort where feasible through means such as: a) Introducing bicycle- and pedestrian-level street lighting to improve safety at night; b) Furnishing intersections with crosswalks on all legs of the intersection; c) Improving pedestrian safety with intersection design features such as improved signal timing, sidewalk bulbouts, pedestrian refuge islands with “noses” that extend past the crosswalks, advance vehicle stop bars, high visibility crosswalk striping or decorative paving;	Most of these considerations are being incorporated into the design of the Diamond Bar Complete Streets Project and the future TCSP. The project is described in Community Character & Placemaking Chapter Goal CC-G-5. After completion, this project will be used as a Complete Street template for the rest of the City	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		d) Improving bicycle safety with intersection design features such as bicycle detection and signalization, painted bike boxes, and intersection crossing markings; e) Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture; and f) Implementing traffic calming measures to reduce vehicle speeds and congestion.		
CR-P-45	Circulation	Routinely review pedestrian and cyclist collision data for type, location, severity, and cause, and develop strategies to prevent these collisions.	These reviews are being done consistently. After every collision, the City staff reviews the police report and, if applicable, makes changes to the circulation system. An example of such change is provided in Circulation Chapter Goal CR-P-19 (Diamond Bal Blvd. and Mountain Laurel). Another example is the HSIP project that was created based on the collision data as described in Circulation Chapter Goal CR-P-2.	Public Works
PUBLIC TRANSPORTATION				
Goals				
CR-G-13	Circulation	Support the availability, efficiency, and effectiveness of public transit service.	In 2013, The City actively participated SGV Public Transit Feasibility Study sponsored by Metro and implemented by the San Gabriel Valley Council of Governments (SGVCOG). The feasibility study evaluated options to improve mobility in the San Gabriel Valley. The work continued in 2023 and was completed later in the year with a selection of options that provided the most benefit to the region. The study's recommended options would connect with Diamond Bar and provide benefits to the residents and businesses. *Also applicable to Circulation Chapter Policy CR-P-3* *See Circulation Chapter Policy CR-P-1*	Public Works
Policies				
CR-P-48	Circulation	As opportunities arise, work with Foothill Transit to maintain and improve bus stops and shelters, as well as identify areas where service can be improved or expanded to increase system use.	In 2023, bus shelters and other transit amenities were replaced Citywide, including the Foothill Transit sponsored bus stop upgrade at Golden Springs Dr. and Calbourne.	Public Works
PARKING				
Goals				
CR-G-14	Circulation	Provide adequate parking for all land use types, while balancing this against the need to promote walkable, mixed-use districts and	*See Land Use Chapter Goal LU-G-4.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		neighborhoods in targeted areas, and promoting ride-sharing and alternative transportation modes.		
Policies – Truck Routes				
CR-P-63	Circulation	Develop design guidelines for designated truck routes, including proper turning radii at intersections.	The engineering standard already exists and is being used by the City in project reviews.	Public Works
CR-P-64	Circulation	Continue prohibiting trucks heavier than 5 tons from operating on designated residential streets, except for emergency, maintenance, residential moving trucks, and transit vehicles, to maintain pavement integrity.	This is currently being implemented.	Public Works
CR-P-65	Circulation	Periodically review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions.	This is currently being implemented.	Public Works

4. Resource Conservation

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
RESOURCE CONSERVATION A conservation element is required to provide guidance for the conservation, development, and utilization of natural resources, including water quality and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and others as applicable to each jurisdiction. An open space element is intended to ensure that cities and counties recognize that open space land is a limited and valuable resource, and that they prepare and carry out open space plans to guide the comprehensive long-range preservation and conservation of open space land. The Resource Conservation Chapter provides policies to guide the City's stewardship of its resources, ensuring the conservation and enhancement of open spaces, biological resources, water and air quality, and cultural resources.				
OPEN SPACE				
Goals				
RC-G-3	Resource Conservation	Preserve to the extent possible open space ridgelines, hilltops, and prominent slopes for aesthetic, biological and natural resource conservation, and safety purposes.	The Canyon Loop Trail project included many improvements to provide a safer trail experience for residents while preserving the natural habitat. Improvements such as gabion walls, stairs, and water erosion devices will extend the life of the hard pan trail and increase safety for those accessing the trail. These improvements triggered habitat monitoring to comply with all state and federal requirements for the protection, replacement and restoration of native habitat affected by the project. The City contracted with Michael Baker International and Helix Environmental to implement the five-year Habitat Mitigation Monitoring Program to implement mitigation measures supporting the natural habitat found around the Canyon Loop Trail.	Parks & Recreation
Policies				

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
RC-P-7	Resource Conservation	Minimize visual and environmental impacts to ridgelines, hilltops, and slopes through regulations that minimize grading, ensure that development conforms to natural topography, and maximize safety, correlating development intensity with the steepness of terrain. Landform grading criteria and maximum allowable densities shall be based upon the slope density formula as set forth in the Development Code.	The Planning Division reviews each project to ensure compliance with the City's General Plan policies and City's Hillside Management Design Guidelines. The guidelines were created to ensure that development will complement the character and topography of hillside areas set forth in the Development Code.	Community Development
RC-P-8	Resource Conservation	To the extent feasible, support and cooperate with the efforts of other jurisdictions and conservation organizations to protect prominent ridges, slopes, and hilltops in and adjacent to the City and its Sphere of Influence. *Such features include, but are not limited to, areas identified by Los Angeles County as Significant Ecological Areas; Tonner Canyon; the hills within Tres Hermanos Ranch; and the hillsides along SR-57, between Diamond Bar and Brea.*	In coordination with the cities of Chino Hills and Industry, a one day guided tour of the Tres Hermanos property was provided free of charge for approximately 100 members of the public on September 23, 2023. The guided tours included exhibits and historical presentations led by local historians, current City Managers and staff.	Parks & Recreation
BIOLOGICAL RESOURCES				
Goals				
RC-G-5	Resource Conservation	Protect rare, threatened, endangered, and other special-status plant and animal communities.	*See Resource Conservation R-C-G3*	Parks & Recreation
RC-G-6	Resource Conservation	Utilize native and drought-tolerant vegetation in landscaping, site stabilization and restoration where practical to prevent the spread of invasive plant species into natural open spaces.	*See Resource Conservation R-C-G3* During project review, the Planning Division ensures that the plant palette is diverse, Southern California native and drought-tolerant vegetation is utilized, and that the planting and irrigation plans comply with the City's Water Efficient Landscaping Ordinance.	Parks & Recreation Community Development
Policies				
RC-P-9	Resource Conservation	Require, as part of the environmental review process prior to approval of discretionary development projects involving parcels within, adjacent to, or surrounding a significant biological resource area, a biotic resources evaluation of the site by a qualified biologist. Focused plant surveys shall be conducted at the appropriate time of year, and local reference populations checked to ensure detectability of the target species. Wildlife shall also be evaluated by a qualified biologist through appropriate survey or trapping techniques necessary to determine presence. Such evaluation shall analyze the existing and potential natural resources of a given site as well as the potential for significant adverse impacts on biological resources. The report shall identify measures to avoid, minimize, or mitigate any impacts to species that have been observed or have	In compliance with the Mitigation Monitoring and Reporting Program (MMRP) for the Canyon Loop Trail project , focused plant and nesting bird surveys were conducted and construction was adjusted to avoid habitat disturbance during the breeding seasons of the California Gnatcatcher and Cactus Wren.	Parks & Recreation

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		the potential of being present on the site. In approving any permit based on the evaluation, the City shall require implementation of mitigation measures supported by the evaluation, or work with the applicant to modify the project if mitigation is determined not to be adequate to reduce the impacts to a non-significant level.		
RC-P-10	Resource Conservation	Require, to the greatest extent feasible, new development to preserve mature native trees including oak and walnut, and trees of significant cultural or historical value such as sycamore and arroyo willow, etc., as set forth under the Diamond Bar Tree Preservation and Protection Ordinance. Review the ordinance periodically and update it as necessary to reflect current best practices.	The Planning Division reviews each project to evaluate if a protected tree can be preserved or retained on-site. If preservation is not feasible, trees are required to be replanted at a minimum 3:1 ratio pursuant to the City's Tree Preservation and Protection Ordinance.	Community Development
WATER RESOURCES				
Goals				
RC-G-7	Resource Conservation	Protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands—and watersheds in Diamond Bar from pollution and degradation as a result of urban activities.	*See Land Use & Economic Development Chapter Policy LU-P-5.* Also, staff prepared and submitted the City's annual Urban Runoff and Stormwater NPDES compliance report. The report summarizes the City's effort for the year on the protection of the City's storm drain system from pollution.	Public Works
Policies – Water Conservation				
RC-P-17	Resource Conservation	Continually evaluate and upgrade the efficiency of City irrigation systems, prioritizing the use of reclaimed water.	This is being implemented.	Public Works
RC-P-19	Resource Conservation	Encourage the implementation of the latest water conservation technologies into new developments.	Building and Safety requires water conservation fixtures as required by the California Green Building Code (CALGreen) and the California Plumbing Code.	Community Development
Policies – Water Quality				
RC-P-23	Resource Conservation	Ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated predevelopment rate and that dry weather runoff from new development not exceed the pre-development baseline flow rate to receiving water bodies.	Implemented on all of the development projects through stormwater quality and quantity review (Hydraulic and Hydrology) including through requiring construction and maintenance of Low Impact Development Best Management Practices (LID BMP) and/or Water Quality Management Plans (WQMP).	Public Works
AIR QUALITY				
Goals				
RC-G-14	Resource Conservation	Aim for a diverse and efficiently-operated local and regional ground transportation system that reduces VMT and generates the minimum amount of pollutants feasible.	*See Circulation Chapter Goal CR-G-1 for VMT Guidelines and implementation efforts.*	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
Policies				
RC-P-24	Resource Conservation	Encourage new development to minimize impacts on air quality through the following measures: a. Use of building materials and methods that minimize air pollution. b. Use of fuel-efficient heating equipment, and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings. c. Use of clean air technology beyond what is required by South Coast Air Quality Management District (SCAQMD), leveraging State and local funding sources.	• Building & Safety implements CALGreen. Whenever a building permit is issued for construction, CALGreen requires the building inspector to verify the reduction of dust and volatile organic compounds (VOCs). Dust control measures include watering of dirt on projects that are moving earthwork and VOCs are limited in quantity by requiring materials with certified lower VOCs be used. • Through the implementation of the California Energy Code and CALGreen, more efficient equipment and reduced VOC's are required respectively. The CA Energy Code requires highly efficient heating and cooling systems through requiring high seasonal energy efficiency ratings and energy efficient materials such as low-E (low emissivity) windows. The CA Energy Code also requires high efficacy lighting, energy efficient switching and sensors, certified cooktop hoods, rooftop solar installations in new construction, and mostly instantaneous water heaters for new construction. CALGreen requires low emitting architectural coatings through limiting the VOC's and requiring certified listed low-emitting products including paints and sealants. • CALGreen requires clean air within buildings including through requiring higher minimum efficiency reporting value (MERV) filters and minimum outdoor air circulation. Higher filtration removes contaminants and outdoor air circulation reduces carbon dioxide levels within structures	Community Development
RC-P-25	Resource Conservation	Conserve natural open spaces, biological resources, and vegetation, recognizing the role of these resources in the reduction and mitigation of air pollution impacts, and the promotion of CO2 sequestration.	Building & Safety follows various SCAQMD rules including requiring SCAQMD proof of notification before some projects are demolished, preventing wood burning fireplaces from being installed, prevention of excessive dust on construction sites, and requiring SCAQMD notification prior to the issuance of permits for char-broilers.	Community Development
RC-P-28	Resource Conservation	Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency (EPA), SCAQMD, the Southern California Association of Governments (SCAG), and the State of California Air Resources Board in improving air quality in the regional air basin.	Building & Safety Department requires all construction projects to provide proper mechanical ventilation systems pursuant to the California Mechanical Code. The California Building Code limits the amount of hazardous materials on a site which could lead to further Toxic Air Contaminants. During construction, dust mitigation and erosion control are required and enforced by the building inspector on any construction project. The remainder of this work is conducted through the Public Works Department.	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
RC-P-30	Resource Conservation	For new or modified land uses that have the potential to emit dust, odors, or TACs that would impact sensitive receptors, require the business owners to obtain all necessary SCAQMD clearances or permits prior to business license or building permit issuance.	The Public Works Department requires an erosion control plan to be provided prior to permit issuance, including sandbags around the property and intermittent watering of a grading site. Prior to any demolition, the Building & Safety Division requires that SCAQMD to be notified before permits are issued.	Public Works
RC-P-33	Resource Conservation	Require construction and grading plans to include State and AQMD-mandated measures to the maximum extent possible fugitive dust and pollutants generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance as well as mono-nitrogen oxides (NOx) emissions from vehicle and equipment operations.	Public Works implements all dust control measures during grading with assistance from Building & Safety Department during construction.	Public Works
Policies – Tribal Cultural Resources				
RC-P-46	Resource Conservation	Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant Native American sites. Ensure that City staff and local developers are aware of their responsibilities to facilitate Native American consultation under Senate Bill 18 and Assembly Bill 52.	The City contracted with Kizh Nation Resource Management so a representative was on-site each day of ground disturbance during the Canyon Loop Trail project (Assembly Bill 52 requires lead agencies to request consultation with all Native American tribes that have ancestral ties to the area in which a project subject to CEQA is located. The mitigation measures required the City to retain a culturally-affiliated Native American monitor to observe ground-disturbing construction activities for the purpose of identifying the potential presence of any significant historic or prehistoric tribal cultural resources).	Parks & Recreation

5. Public Facilities and Services

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
PUBLIC FACILITIES & SERVICES This Chapter sets forth the policy framework for the City to manage infrastructure and services, identify areas for improvement, and ensure that public utilities, services, and programs can meet the needs of the community into the future.				
PARKS & RECREATION				
Goals				
PF-G-1	Public Facilities & Services	Maintain and expand the system of parks, recreation facilities, open spaces, and trails that meet the active and passive recreational needs of residents of all ages and abilities.	The City continued to update the outdoor court lighting in youth playgrounds. The Canyon Loop Trail renovation project was completed in 2023.	Public Works and Parks & Recreation

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			Also, see Maple Hill Park and Heritage Park design work as described in Land Use Chapter Goal LU-P-5.	
Policies – General				
PF-P-2	Public Facilities & Services	Continue to seek public input on parks and recreation needs and preferences through surveys, presentation to the Parks and Recreation Commission, neighborhood meetings and workshops, and other community outreach methods as necessary, such as when siting/ designing new parks, when updating the Parks and Recreation Master Plan, when renovating existing parks, etc.	Staff conducted the Maple Hill Public Information session on Wednesday, December 13, 2023 at Maple Hill Park. The information session provided the public with an opportunity to review and comment on the three playground options for the project. An online survey was conducted two weeks after the public information session, allowing for residents to comment online regarding the three playground options. Feedback was overwhelming and indicated that playground option 1 was the clear favorite by residents.	City Manager's Office / Parks & Recreation / Public Works
PF-P-3	Public Facilities & Services	Identify and pursue funding and financial resources to acquire land for parks and to continue providing high quality maintenance of parks, trails, and recreational facilities.	Staff applied for Proposition 68 State funding, Measure A and Measure W funding to improve and create parks and open space.	Parks & Recreation
PF-P-5	Public Facilities & Services	Continue cooperative efforts with the Walnut Valley and Pomona Unified School Districts through joint use agreements for park and recreational facilities.	City staff continue to utilize the revised Joint Use Agreement with Walnut Valley Unified School District for indoor athletic space for community programming.	Parks & Recreation
Policies – Parks & Recreation Facilities				
PF-P-13	Public Facilities & Services	When planning and designing public facilities and parks, take into consideration accessibility, flexible use, adaptability, energy and water efficiency, ease of maintenance, and sustainable design elements that take advantage of the natural processes of healthy ecosystems, while preserving historic and cultural resources and sensitive habitats.	All of these recommendations are being considered in the design of Maple Hill Park and the Heritage Park and Community Center.	Public Works
PF-P-14	Public Facilities & Services	Preserve existing and future City-owned recreational open space as recreational open space in perpetuity. City-owned recreational open space includes undeveloped areas of City parks that are available for passive recreational use, and portions of designated open space land that have been dedicated to the City for use as trails.	The Canyon Loop Trail project was completed to provide a safer trail experience for residents while preserving the natural habitat. Improvements such as gabion walls, stairs, and water erosion devices will extend the life of the hard paved trail and increase safety for those accessing the trail.	Parks & Recreation
PF-P-16	Public Facilities & Services	Continue to provide programming and services for seniors, including active programs, classes, and activities and outings, adjusting programming based on needs and preferences, particularly as Diamond Bar's residents age.	The new weekly "Wednesday Walkers" program allows for seniors to walk around parks with a group of other senior residents and City staff to improve health and knowledge of the City.	Parks & Recreation
PF-P-17	Public Facilities & Services	Address the recreational needs of all children and adults, including persons with disabilities, seniors, and dependent adults, be addressed in recreational facility planning efforts.	All of these recommendations are being considered in the design of Maple Hill Parks and Heritage Park and Community Center.	Public Works

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
Policies – Trails				
PF-P-21	Public Facilities & Services	Seek grants and alternative funding mechanisms for trail development and maintenance.	Staff continues to annually apply for Proposition 68 and Habitat Conservation Grant funds, as well as other competitive grant opportunities focused on park development.	Parks & Recreation
Policies – Community Facilities				
PF-P-28	Public Facilities & Services	Continue sponsoring and promoting events and cultural activities that bring the community together in different locations throughout the city.	City staff continues to organize and update City-wide special events such as the Windmill Lighting, Veterans Day, Corporate Showcase, and Bridal Show in order to promote community enrichment and the business community.	Parks & Recreation
UTILITIES				
Goals				
PF-G-6	Public Facilities & Services	Ensure that public facilities and services, including water, wastewater, sewage, electricity, natural gas, and solid waste, are provided in a safe, efficient, and timely manner to meet the current and future needs of the city.	**Underground Utility District** In 2023, the construction work commenced on the Brea Canyon Rd Underground Utility District. The project uses the City's $1.6M Rule 20A undergrounding work credit to underground about 2,000 ft of overhead electricity and telecommunication lines in front of Heritage Park and the adjacent school. The project will be completed in 2024. Also, applies to Public Facilities & Services Chapter Policies PF-P-37 and PF-P-38.	Public Works
Policies – Water & Wastewater				
PF-P-37	Public Facilities & Services	As opportunities arise, work with the Los Angeles County Public Works Department (LAC PUBLIC WORKS) and Los Angeles County Sanitation District (LACSD) to ensure that wastewater treatment conveyance systems and treatment facility capacity is available to serve planned development within Diamond Bar.	Will serve letters from the LACSD are required for building permit issuance to show that adequate sewer facilities are or will be available to serve a proposed Accessory Dwelling Unit (ADU).	Community Development

6. Public Safety

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
PUBLIC SAFETY The purpose of this Chapter is to identify the natural and man-made public health and safety hazards that exist within the City, and to establish preventative and responsive policies and programs to mitigate their potential impacts, particularly in light of our unique environmental, seismic, and topographic conditions. This Chapter also addresses the excellent public safety services provided by the L.A. County Sheriff's and Fire Departments, and endorses the continuation of the contract model of government for the continuation of these services. Lastly, the Public Safety Chapter addresses noise and serves to limit the exposure of the community to excessive noise levels. The Goals and Policies emphasize partnerships with local, regional and State agencies to ensure the City's readiness for public safety threats through action plans and educational efforts.				
SEISMIC AND GEOLOGIC HAZARDS				

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
Goals				
PS-G-1	Public Safety	Partner with the Los Angeles County Fire and Sheriff's Departments in community education efforts aimed at preventing potential loss of life, physical injury, property damage, public health hazards, and nuisances from seismic ground shaking and other geologic hazards such as landslides and mudslides.	The City and its public safety partners continue outreach efforts to residents on safety, including earthquake, fire, and emergency preparedness topics. In particular, the City's Community Relations Division works closes with public safety members to communicate time sensitive information to residents through the City's website, as well as the Neighborhood Watch Program and to local businesses using the Business Watch Program. Outreach materials are distributed to the community via print and electronic media that focuses on public safety and emergency preparedness. *Also applies to Public Safety Chapter policy PS-P-5 and goal PS-G-5*	Community Relations
Policies				
PS-P-2	Public Safety	Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo site-specific geotechnical investigation prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.	Through the development review process, all projects proposing development on lands with known geotechnical and/or geological issues, including lands identified as Restricted Use Areas (RUA), are required to prepare a Geotechnical Study acceptable to the City Engineer, pursuant to the Municipal Code requirements as provided in Diamond Bar Municipal Code Section 15.00.320.	Public Works
PS-P-4	Public Safety	Carry out a review of City-owned critical facilities that may be vulnerable to major earthquakes and landslides and develop programs to upgrade them.	**Diamond Bar Center Slope Stabilization Project** The City became aware of concrete separations along the northern side of the Diamond Bar Center. A decision was made to take preventative measures to ensure long-lasting slope stability and prevent any potential risk to the facility. Therefore in 2020, the City conducted a geotechnical investigation and sampled the soil conditions of the northern slope at the facility. The design of a slope stabilization engineering solution was completed in 2021. The construction work commenced in late 2022 and was completed in 2023.	Public Works
PS-P-6	Public Safety	Prevent and control soil erosion and corresponding landslide risks on public property and in conjunction with new private development through hillside protection and management.	*See Public Safety Chapter Policy PS-P-6.*	Public Works
FLOOD HAZARDS AND PROTECTION				
Goals				
PS-G-2	Public Safety	Implement measures aimed at preventing the potential for loss of life, physical injury, property damage, public health hazards, and	The City prepared a comprehensive update to the City's Hazard Mitigation Plan (Plan) with the assistance of a Federal Emergency	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		nuisances from the effects of a 100- year storm and associated flooding.	Management Agency (FEMA) grant, which was adopted by the City Council and approved by FEMA in July 19, 2022. Staff is evaluating FEMA grant opportunities to provide funding to implement the Action Items listed in the Plan. The Plan, in concert with the City's Emergency Operations Plan (EOP), can eventually be used to support resilient planning, mitigation, reconstruction strategies, and response efforts to climate conditions and incidents impacting the community. The Plan review process included a public comment period, including initial submission and review by FEMA. Very High Severity Fire Zones have been mapped throughout the City hillside areas requiring new construction to be fire-resistant at exterior surfaces exposed to wildland areas. *Also applies to Public Safety Chapter goals PS-G-3 and PS-G-8 and policies PS-P-7, PS-P-38, PS-P-39, and PS-P-44*	
Policies				
PS-P-7	Public Safety	Work with the Federal Emergency Management Agency (FEMA) as needed to ensure that the City's floodplain information is up to date with the latest available hydrologic and hydraulic engineering data.	*See Public Safety Chapter goal PS-G-2*	City Manager's Office
PS-P-8	Public Safety	Continue to implement flood control programs, such as the City's Grading and Floodplain Ordinances, that reduce flood hazards to comply with State flood risk management requirements.	*See Public Safety Chapter goal PS-G-2*	City Manager's Office
PS-P-9	Public Safety	Consider the impacts to health and safety from potential flooding on future development in flood-prone areas, including those identified as being within the 100- or 500-year floodplains. Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding in these areas. *Figure 7-4 (Page 7-12 of the Public Safety Element) shows flood zones in and around the Planning Area based on FEMA's 2016 flood hazard data.*	*See Public Safety Chapter goal PS-G-2*	City Manager's Office
FIRE HAZARDS				
Goals				
PS-G-3	Public Safety	Partner with the Los Angeles County Fire Department and affiliated agencies to implement hazard mitigation plans and community education efforts aimed at preventing the potential for loss of life, physical injury, property damage, public health hazards, and nuisances from wildland and urban fires.	*See Public Safety Chapter goal PS-G-2*	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
Policies – General				
PS-P-14	Public Safety	Educate the public about fire hazards and fire prevention. Work with the County of Los Angeles Fire Department and CAL FIRE to disseminate information on fire weather watches and fire risks and encourage all Diamond Bar residents to engage in risk reduction and fire preparedness activities. *The Los Angeles County Fire Department maintains information on family fire preparedness plans and risk reduction measures such as vegetation management.*	The City continues to expand upon public education and outreach efforts to educate residents, including the COVID-19 pandemic, fire and weather-related hazards, through a variety of platforms such as City's website, monthly DBConnection newsletter, public presentations, emergency alert system, and informational videos. The information, in collaboration with City and Public Safety partners with Los Angeles County Sheriff and Fire Departments, is aimed at improving public safety preparedness efforts, increase resident awareness, and ensure compliance with State and County Public Health Orders. The Los Angeles County Fire Department also has an active fire brush clearance program that incorporates inspections from local fire stations in areas of know fire danger to ensure that residents are aware of mitigation measures they can implement on their property. *Also applies to Public Safety Chapter goal PS-G-9 and policies PS-P-18 and PS-P-42*	City Manager's Office
PS-P-16	Public Safety	For privately-owned property within areas designated for development that are subject to high wildfire risk, condition approval of development upon the implementation of measures to reduce risks associated with that development, including, but not limited to, fuel modification plans and Fire Code requirements in effect at the time of project approval.	Prior to building permit issuance, all residential projects located in the High Fire Hazard Severity Zone are required to submit landscape plans designed to comply with the requirements of the Los Angeles County Fire Department's Fuel Modification Plan Guidelines in terms of plant selection, placement and maintenance. The final landscape and fuel modification plans are submitted to the Los Angeles Fire Department for review and approval.	Community Development
PS-P-18	Public Safety	Work cooperatively with the County of Los Angeles Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to address regional wildfire threats.	*See Public Safety Chapter policy PS-P-14*	City Manager's Office
Policies – Fire Hazard Severity Zones & State Responsibility Areas				
PS-P-19	Public Safety	Maintain and update the City's High Fire Hazard Severity Zones map consistent with changes in designation by CAL FIRE to ensure that the County of Los Angeles Fire Department is protecting the community from wildland-urban fires as future development takes place.	*See Public Safety Chapter policy PS-P-14*	City Manager's Office
PS-P-20	Public Safety	Prior to permit approval, ensure that all new development located in a Very High Fire Hazard Severity Zone or a State Responsibility Area (SRA) is served by adequate infrastructure, including safe	*See Public Safety Chapter Policy PS-P-14.*	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		access for emergency response vehicles, visible street signs, and water supplies for fire suppression.		
PS-P-21	Public Safety	Collaborate with the County of Los Angeles Fire Department to ensure that properties in and adjacent to High or Very High Fire Hazard Severity Zones as indicated in Figure 7-6 are adequately protected from wildland fire hazards in a manner that minimizes the destruction of natural vegetation and ecosystems through inspection and enforcement. Update Figure 7-6 as new information becomes available from CAL FIRE.	*See Public Safety Chapter Policy PS-P-14.*	Community Development
PS-P-22	Public Safety	Support the County of Los Angeles Fire Department's Provision of weed abatement and brush thinning and removal services in High and Very High Fire Hazard Severity Areas in order to curb potential fire hazards.	*See Public Safety Chapter Policy PS-P-14.*	Community Development
PS-P-23	Public Safety	Where development is proposed within High or Very High Fire Hazard Severity Zones, ensure that the County of Los Angeles Fire Department has the opportunity to review the proposal in terms of its vulnerability to fire hazards and its potential as a source of fire, including fuel modification plan review for new development or additions that are equal or greater than 50 percent of the existing square footage.	Prior to building permit issuance, all residential projects located in the High Fire Hazard Severity Zone are required to submit landscape plans designed to comply with the requirements of the Los Angeles County Fire Department's Fuel Modification Plan Guidelines in terms of plant selection, placement and maintenance. The final landscape and fuel modification plans are submitted to the Los Angeles Fire Department for review and approval.	Community Development
HAZARDOUS MATERIALS AND OPERATIONS				
Policies				
PS-P-25	Public Safety	On sites with known contamination of soil and groundwater, work with State and local agencies to continue to identify and compel cleanup of such sites to ensure that construction workers, future occupants, the public, and the environment are adequately protected from hazards associated with contamination. *The City may reference the State Water Resources Control Board's Geotracker database and the California Department of Toxic Substances Control's EnviroStor database to identify potentially hazardous sites. Figure 7-8 (Page 7-26 of the Public Safety Element) shows sites identified through these databases in 2019.*	City staff is continuing to monitor the progress of groundwater remediation of the vacant lot at 23671 Golden Springs Drive. The owner is currently working with the California Regional Water Quality Control Board to test and cleanup releases from underground gas storage tanks, from the former Chevron gas station occupying the site. On December 21, 2023, the California Regional Water Quality Control Board approved a preliminary plan for sampling of the soil for gas vapors, with a requirement to provide a more comprehensive technical report detailing this phase of investigation by March 2024.	Community Development
PS-P-26	Public Safety	Prohibit (or oppose when outside of the City's jurisdiction) the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter-mile of a school.	The City's contracted residential and commercial waste haulers continue to offer comprehensive waste collection and curbside recycling services citywide. Curbside recycling services include collection of green waste; bulky items; and household hazardous waste, including electronic waste, used oil, paint products, batteries, garden chemicals, household chemicals and hypodermic needles.	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			All City and LA County environmental programs are promoted through a wide variety of outlets, and on an ongoing basis. Program specific flyers and post cards are distributed at City Hall, the Diamond Bar library, Diamond Bar Center, Heritage Park, during events, and as billing inserts. City media outlets include the annual EnviroLink newsletter, the monthly city newsletter DB Connection, an extensive website, and DBTV Channel 3. Additionally, each of the City's waste haulers maintains a website that highlights available programs and instructions for participation. Used motor oil recycling kits (containing a drain container, funnel, filter bags, shop towels, and a filter wrench) were distributed to interested do-it-yourselfers community events, and from City Hall. The City also works with Los Angeles County Public Works to provide a Household Hazardous Waste (HHW) event in the City once a year. The HHW event takes most forms of electronic and hazardous waste including paint, batteries, and other toxic materials that are recycled and do not enter the waste stream. The City promotes the Los Angeles County Public Works HHW events throughout the year in addition to promoting the County's hotline 1-888-CLEAN LA and their dedicated website.	
SHERIFF, FIRE, AND EMERGENCY SERVICES				
Goals				
PS-G-5	Public Safety	Maintain safety services that are responsive to citizens' needs to ensure a safe and secure environment for people and property in the community.	*See Public Safety Chapter Goal PS-G-1*	City Manager's Office
PS-G-6	Public Safety	Support community-based policing partnerships to enhance public awareness of crime prevention and strengthen the relationship between the Los Angeles County Sheriff's Department and neighborhoods throughout the city.	The City continues to distribute information through its "Let's Talk Public Safety" program, primarily through law enforcement safety blogs and videos. This is a collaboration between the City, the Los Angeles County Sheriff's Department, and the Los Angeles County Fire Department, and is an extension of the existing Neighborhood Watch and Business Watch programs. The "Coffee with a Cop" meetings are held once a month at locations through the City, where residents and businesses can talk with a member of the Sheriff's Department about crime and other law enforcement techniques. Additionally, the City completed installation of 50 Flock Safety Automated License Plate Reader security/surveillance cameras throughout the community. *Also applies to Public Safety Chapter policy PS-P-30*	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
PS-G-7	Public Safety	Provide effective emergency preparedness and response programs.	*See Public Safety Chapter policy PS-P-37*	City Manager's Office
Policies				
PS-P-29	Public Safety	Coordinate with the Los Angeles County Sheriff's Department for review of applications for new development and for the intensification of existing development, ensuring that review is consistent with Crime Prevention Through Environmental Design (CPTED) principles.	*See Public Safety Chapter goal PS-G-6*	City Manager's Office
PS-P-30	Public Safety	Continue to promote the establishment of neighborhood watch and business watch programs to encourage community participation in the patrol of neighborhoods.	*See Public Safety Chapter goal PS-G-6*	City Manager's Office
PS-P-31	Public Safety	Continue to utilize the contract model of government with Los Angeles County Fire and Sheriff's Departments and provide facilities, staffing, and equipment to attain the shortest possible response times as set forth by the adopted standards of those public safety organizations.	*See Public Safety Chapter goal PS-G-6*	City Manager's Office
PS-P-37	Public Safety	Maintain area-wide mutual aid agreements and communication links with adjacent governmental authorities and other participating jurisdictions.	The City continues to expand upon its emergency preparedness and response capabilities through testing and exercises. The dedicated EOC provides the City with added flexibility to coordinate and respond to emergencies, provide redundant communications to public safety agencies, and enable added communications to residents. City Hall also has a backup power generator to ensure critical systems are operational in the event of a prolonged emergency outage, with redundant communications capabilities including the Sheriff's Department and County Office of Emergency Management (OEM). The City conducted the first introductory EOC training since COVID-19, and will continue efforts with additional training and exercises in collaboration with LA County OEM, local school districts, and adjoining municipalities. *Also applies to Public Safety Chapter goal PS-G-7 and policies PS-P-40, PS-P-41, and PS-P-43*	City Manager's Office
EMERGENCY AND DISASTER MANAGEMENT				
Goals				
PS-G-8	Public Safety	Use the Local Hazard Mitigation Plan and Emergency Operations Plan to address mitigation and response for local hazards, including seismic hazards, flood hazards, fire hazards, hazardous materials incidents, and hazardous sites, and to plan for the protection of	*See Public Safety Chapter goal PS-G-2*	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
		critical facilities (i.e., schools, hospitals), disaster and emergency response preparedness and recovery, evacuation routes, peak load water supply requirements, and minimum road width and clearance around structures.		
PS-G-9	Public Safety	Conduct emergency and disaster management planning in a collaborative manner with State and local agencies and neighboring jurisdictions, while striving for self-sufficiency in City-level emergency response.	*See Public Safety Chapter policy PS-P-14*	City Manager's Office
Policies				
PS-P-38	Public Safety	Maintain, review, and update Diamond Bar's Local Hazard Mitigation Plan as needed to take into account new hazard conditions in the Planning Area and new emergency management techniques.	*See Public Safety Chapter goal PS-G-2*	City Manager's Office
PS-P-39	Public Safety	Adopt, implement and update as necessary the Local Hazard Mitigation Plan to develop strategies to address changing risks from flood, drought, fire, landslides, seismic activity, hazardous materials, and other potential hazards, including strategies related to monitoring, emergency preparedness, development policies, conservation, vulnerable populations, and community resilience.	*See Public Safety Chapter goal PS-G-2*	City Manager's Office
PS-P-40	Public Safety	Continue to coordinate the City's emergency preparedness and response plans and operations with the State Office of Emergency Management, Los Angeles County, schools, and other neighboring jurisdictions.	*See Public Safety Chapter policy PS-P-37*	City Manager's Office
PS-P-41	Public Safety	Maintain and expand as necessary community emergency preparedness resources including personnel, equipment, material, specialized medical and other training, and auxiliary communications.	*See Public Safety Chapter policy PS-P-37*	City Manager's Office
PS-P-42	Public Safety	Continue to disseminate public information and alerts regarding the nature and extent of possible natural and manmade hazards, resources identifying measures residents and businesses can take to prepare for and minimize damage resulting from these hazards, citywide response plans, and evacuation routes.	The City and its public safety partners continue outreach efforts on safety topics, including earthquakes, wildfires, weather-related impacts, and emergency preparedness. Information and education resources are made available to residents and businesses through a variety of print and electronic platforms, including the City's monthly newsletter, Diamond Bar Connection, City website and monthly Safety Speak blog. City staff routinely uses its social media outlets to increase awareness of its Emergency Alert, (Civic Ready), notification system and to encourage registration by residents and businesses	Community Relations

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			to receive time-sensitive notices by email, text or voice messages regarding emergency situations, such as evacuations.	
PS-P-43	Public Safety	Require all City staff to be adequately trained to respond to emergency situations, and conduct regular emergency preparedness drills with local organizations including the Los Angeles County fire and Sheriff's departments.	*See Public Safety Chapter policy PS-P-14*	City Manager's Office
PS-P-44	Public Safety	Leverage pre- and post-disaster assistance programs to support resilient planning, mitigation, and reconstruction strategies that consider future climate conditions, such as the California Governor's Office of Emergency Services' Hazard Mitigation Grant Program and California Disaster Assistance Act.	*See Public Safety Chapter policy PS-P-37*	City Manager's Office
NOISE				
Policies				
PS-P-49	Public Safety	Ensure that detailed site-specific noise analysis, including the identification of noise mitigation measures, be prepared for all development proposals located where project noise exposure would be other than normally or conditionally acceptable as specified in Table 7-1. With mitigation, development should meet the allowable exterior and interior noise exposure standards established in the Noise Control Ordinance.	During grading and construction activities, development projects are required to properly muffle all construction equipment to reduce noise levels.	Public Works and Community Development

7. Community Health & Sustainability

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
COMMUNITY HEALTH & SUSTAINABILITY The Goals and Policies in this Chapter identify strategies to facilitate healthy and active lifestyles, social connections and celebrating diversity, access to healthy food, and climate change resilience. Many of these strategies could be incorporated into existing or future City programs and Development Code standards.				
ACTIVE LIFESTYLE				
Goals				
CHS-G-3	Community Health & Sustainability	Promote the use of public parks, recreational and other spaces for healthy exercise and physical activity.	Dozens of enrichment classes and athletic opportunities are provided throughout the year at local parks by the City, independent contracts, or non-profit organizations.	Parks & Recreation
Policies				
CHS-P-1	Community Health & Sustainability	Strive to ensure that all areas of the community have an equal distribution of public parks and public recreational facilities to maximize access.	City staff continues to apply for grant funding in order to complete the conceptualized park on Sunset Crossing, which is in an area of the community determined to be "park poor."	Parks & Recreation

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
SOCIAL CONNECTION				
Goals				
CHS-G-5	Community Health & Sustainability	Enhance cultural and generational diversity and social connections through opportunities for volunteerism and civic engagement, public gathering places, public art, family-friendly activities, and events that connect residents to one another, helping them to stay socially active in the community.	The City provides annual City-wide special events and senior programming that support teens looking to volunteer and seniors interested in intergenerational opportunities.	Parks & Recreation
CHS-G-6	Community Health & Sustainability	Provide safe and welcoming opportunities for meeting and gathering that encourage face-to-face interactions between people.	The Diamond Bar Cener and Heritage Park serve as “home” for six unique senior clubs who meet regularly throughout the week for both organized activity and leisurely gatherings.	Parks & Recreation
Policies				
CHS-P-7	Community Health & Sustainability	Continue to support and promote citywide events that integrate families, schools, and the greater community.	Many City-wide special events include partnerships with both local high schools and a middle school who are responsible for an active role in the event.	Parks & Recreation
CHS-P-9	Community Health & Sustainability	Encourage and provide volunteer opportunities for residents to engage and support a wide variety of events and activities.	The Parks & Recreation Department offers volunteer opportunities for teens at events, seniors at the Diamond Bar Center, and adults through the youth sports programs.	Parks & Recreation
CHS-P-13	Community Health & Sustainability	Support the provisions of spaces, programs and facilities across the community to provide opportunities for artistic and cultural engagement and expression for all members of the Diamond Bar community.	The City partnered with Alchemy Theater to provide weekly live performances at Summitridge Park during the summer. These performances were free and took place in a setting similar to Concerts in the Park.	Parks & Recreation
CHS-P-14	Community Health & Sustainability	Encourage the development of “destinations”—such as the clusters of commercial uses that draw residents from the entire community into the Neighborhood Mixed Use, the Transit-Oriented Mixed Use, and the Town Center focus areas.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
CHS-P-15	Community Health & Sustainability	Encourage the establishment of gathering areas in new neighborhoods.	*See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*	Community Development
HEALTHCARE & HUMAN SERVICES				
Goals				
CHS-G-7	Community Health & Sustainability	Promote health equity, including equal access to health facilities, clinics, goods, services, and economic and educational opportunities, helping to ensure wellbeing for residents of all ages, abilities, and incomes.	The Diamond Bar Center hosted the Senior Resource Day Fair for over 200 residents and the event provided free access to information regarding healthcare options, financial advice, senior living, and insurance resources for the community.	Parks & Recreation
HEALTHY FOOD				
Policies				

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
CHS-P-21	Community Health & Sustainability	Promote healthy food and beverages at City-sponsored events, programs, and recreation activities. Ensure that safe, clean drinking water is available for the public at all City-owned buildings where public programs occur.	Clean drinking water is available at all City facilities and a variety of food trucks typically provide an array of food and beverage options at City-sponsored special events. Staff is also provided with clean drinking water at events. Watter bottle filling stations are also included at parks when replacing the previous drinking fountain.	Parks & Recreation
PUBLIC HEALTH AND ENVIRONMENTAL JUSTICE				
Policies				
CHS-P-30	Community Health & Sustainability	Support a better informed and civically engaged community by making information available both in print and electronic format, and, to the extent possible, provide this information in the languages predominantly spoken in the community.	The City continues to use a variety of print, electronic and online communication tools to provide information about local and regional programs and services that may affect resident quality of life. Information is made available to residents via the City website, electronic newsletters, social media platforms, the City's printed monthly newsletter, (Diamond Bar Connection), and virtual in-person presentations. Many of the temporary virtual services that were launched in response to COVID-19 pandemic in-person gathering restrictions, have since remained in place to enhance resident engagement, including the use of teleconferencing to participate in City Council and Commission meetings, the option to meet with staff using video, use of online applications to secure permits, and to request services using the City's mobile app, Diamond Bar Connected.	Community Relations
Policies – Energy Efficiency & Conservation				
CHS-P-39	Community Health & Sustainability	Support Southern California Edison (SCE) and Southern California Gas Company's (SoCalGas) efforts to increase public awareness of energy conservation technology and best practices.	The City has partnered with the San Gabriel Valley Council of Governments (SGVCOG) to increase public awareness of energy conservation technologies and best practices from Southern California Edison and the Gas Company. Information is distributed through the City's Envirolink newsletter, as well as direct communication from partner agencies and utility providers.	City Manager's Office
CHS-P-42	Community Health & Sustainability	Seek funding and other assistance from the South Coast Air Quality Management District for installation of electric vehicle charging stations at appropriate locations throughout the City.	The City continues to explore funding and assistance from the South Coast Air Quality Management District for the installation of electric vehicle charging stations at suitable locations throughout the City. Regular communication is maintained with the District.	City Manager's Office and Public Works
CHS-P-44	Community Health & Sustainability	Promote energy conservation and retrofitting of existing buildings through the implementation of the Green Building Codes.	The Building & Safety Division implements CALGreen by requiring all construction projects to meet State requirements. This is done through requiring all waste hauling by the City's franchise hauler or to a recycling facility, requiring low emitting vehicle parking for new commercial projects, limiting VOCs, inspecting erosion control, and requiring low water usage in plumbing.	Community Development

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
Policies – Waste Reduction & Recycling				
CHS-P-46	Community Health & Sustainability	In order to achieve compliance with the source reduction goals set forth under Assembly Bill (AB) 939 amendments thereto, incorporate solid waste diversion goal performance standards into the contracts with the City's franchise waste haulers, and enforce the City's Construction and Demolition Waste Ordinance.	To meet the source reduction goals outlined in Assembly Bill (AB) 939 and its amendments, the City has been actively working on integrating solid waste diversion goal performance standards into contracts with its franchise waste haulers. This strategic initiative aligns with the City's commitment to compliance and sustainability. Additionally, efforts are underway to re-enforce the City's Construction and Demolition Waste Ordinance, revised in 2017, reinforcing our dedication to responsible waste management practices. The City Manager's Department is diligently navigating the implementation process through the negotiation of the solid waste franchise agreements, and further updates will be provided as milestones are achieved.	City Manager's Office
CHS-P-47	Community Health & Sustainability	Reduce the disposal of household hazardous wastes in landfills through continued cooperation with waste pick-up service providers, the County Sanitation Districts, and the Los Angeles County Department of Public Works in the provision of curbside pick-up and annual household waste round up events.	The City is actively working to minimize the disposal of household hazardous wastes in landfills through ongoing collaboration with waste pick-up service providers, the County Sanitation Districts, and the Los Angeles County Department of Public Works. Our joint efforts focus on facilitating, organizing and cross promoting annual household waste round-up events. The City is committed to enhancing these initiatives through the successful At Your Door curbside collection program and continuously exploring ways to further reduce the environmental impact of household hazardous wastes in our community.	City Manager's Office
CHS-P-48	Community Health & Sustainability	Continue to promote the safe disposal of household hazardous waste through public education and incentives.	The City is steadfast in our commitment to promoting the safe disposal of household hazardous waste through ongoing efforts in public education and incentives. Our initiatives aim to raise awareness about proper disposal methods utilizing the local Ace Hardware takeback program and the importance of responsible waste management. In addition to educational campaigns, we are exploring and implementing incentives to encourage community participation in safe disposal practices. Regular updates on the progress of these initiatives will be provided as we strive to create a safer and more environmentally conscious community.	City Manager's Office
CHS-P-49	Community Health & Sustainability	Continue to educate residential, commercial, and industrial generators about source reduction and recycling programs and encourage their participation in these programs through promotional campaigns and incentives.	The City's ongoing commitment to promoting source reduction and recycling programs involves a comprehensive educational approach targeting residential, commercial, and industrial generators. Through strategic initiatives, the City continues to educate these sectors about the benefits of source reduction and recycling. This includes widespread promotional campaigns aimed at raising awareness and encouraging active participation through waste hauler billing inserts,	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			City newsletters, social media and the City's website. Moreover, we are developing and implementing incentives to further motivate and reward engagement in these programs. Regular updates on the progress of these educational and promotional efforts will be provided as the City strives to foster a culture of sustainability across diverse sectors.	
CHS-P-50	Community Health & Sustainability	Encourage generators of edible food to have contracts or agreements with food rescue organizations to minimize edible food from being disposed of or destroyed.	In the City's ongoing efforts to minimize edible food waste, the City contracted with Abound Food Care and is actively encouraging generators of edible food to establish contracts or agreements with food rescue organizations as mandated under Senate Bill 1383 (SB 1383). This initiative aims to divert edible food from being needlessly disposed of or destroyed. The City is facilitating the establishment of partnerships between generators and food rescue organizations, fostering a collaborative approach to addressing food waste challenges. Regular updates on the progress of these efforts will be provided as we work towards creating a more sustainable and socially responsible system for managing edible food waste.	City Manager's Office
CHS-P-51	Community Health & Sustainability	Encourage residents and businesses to compost leaves, grass clippings, food waste, and other organic materials by promoting existing food waste pickup services, residential waste hauler rate composting discounts, and residential backyard composting.	The City is making significant strides in encouraging residents and businesses to participate in composting initiatives. Our efforts involve promoting existing food waste pickup services, providing residential waste hauler rate composting discounts, and encouraging residential backyard composting. Through targeted outreach and awareness campaigns, we aim to highlight the benefits of composting leaves, grass clippings, food waste, and other organic materials. Additionally, residents are informed about available discounts to make composting more accessible. We continue to monitor and enhance these initiatives, ensuring that our community is actively engaged in sustainable waste management practices. Regular updates on the progress of these programs will be provided as we work towards fostering a greener and more environmentally conscious community.	City Manager's Office
CHS-P-52	Community Health & Sustainability	Collaborate with the City's contract waste haulers to educate and encourage residents and businesses about waste reduction strategies.	The City is making positive strides in our collaboration with the City's contract waste haulers to educate and motivate residents and businesses toward effective waste reduction strategies. Through joint efforts, the City has established educational campaigns, imbedded as franchise agreement requirements, to raise awareness about sustainable waste management practices. These campaigns aim to inform the community about the importance of waste reduction and provide practical strategies for implementation. Ongoing collaboration ensures that residents and businesses receive consistent and valuable information on reducing waste. As	City Manager's Office

POLICY #	CHAPTER	GOALS & POLICIES	STATUS	DEPARTMENT
			we move forward, we remain dedicated to strengthening these partnerships and promoting a culture of responsible waste management within our community.	
CHS-P-53	Community Health & Sustainability	Support and cooperate with County and State regulatory agency efforts to require commercial and industrial generators to develop and implement a source reduction and recycling plan tailored to their individual waste streams.	The City is actively supporting and cooperating with County and State regulatory agencies to implement measures that require commercial and industrial generators to develop and execute source reduction and recycling plans tailored to their unique waste streams. Our collaborative efforts aim to ensure compliance with regulations, where applicable, while promoting sustainable waste management practices among businesses.	City Manager's Office
Policies – Climate Change Resiliency				
CHS-P-57	Community Health & Sustainability	Encourage water conservation, drought-tolerant landscaping and the use of greywater and reclaimed and recycled water, where appropriate, with a view to reducing water use.	During project review, the Planning Division ensures that the plant palette is diverse, Southern California native and drought-tolerant vegetation is utilized, and that the planting and irrigation plans comply with the City's Water Efficient Landscaping Ordinance. Also, reclaimed water is required for nonresidential irrigation systems where available. *See Resource Conservation Chapter Goal RC-G-6.*	Community Development

8. Housing – 2021-2029 (6th Cycle) Housing Element Program Evaluation

PROGRAM #	OBJECTIVES	STATUS
HOUSING The Housing Element, which has been certified by the California Department of Housing and Community Development (HCD) on October 5, 2022, identifies and makes provisions for existing and future housing needs. While most of these enabling policies require the participation of the private sector, the City also actively participates in implementation by budgeting a portion of its annual Community Development Block Grant (CDBG) allocation and state Permanent Local Housing Allocation (PLHA) funds to administer the City's Home Improvement Program (HIP). The HIP provides zero-interest deferred loans of up to $30,000 to eligible low-income households to perform essential home repairs and improvements. Low-income households are also eligible to participate in the Los Angeles County Community Development Commission's CDBG-funded Home Ownership Program (HOP) for first-time homebuyer assistance. The City will file the Housing Element Annual Progress (APR) with HCD and Office of Planning and Research (OPR) by April 1, 2024, which outlines progress on the implementation of the adopted 2021-2029 (6th Cycle) Housing Element. The table below summarizes the 2021-2029 Housing Element housing programs offered through the Community Development Department along with program objectives, accomplishments, and implementation status.		
1. Residential Neighborhood Improvement Program	Continue to implement the code enforcement program, and direct eligible households to available rehabilitation assistance to correct code violations. Provide focused code enforcement and rehabilitation assistance for 5 to 6 households during the planning period in neighborhoods evidencing concentrations of deteriorating units.	The City continues to operate the code enforcement program. This program is successful and is being continued. Code enforcement cases have increased in number and complexity due to factors including aging housing stock and the declining financial resources of longtime residents. The code enforcement officers and building inspectors are typically the first public officials to learn which homeowners lack the financial resources to correct property maintenance

PROGRAM #	OBJECTIVES	STATUS
		violations, and in the process, become aware of other deferred maintenance issues. The officers carry copies of the City's Home Improvement Program (HIP) brochures and inform homeowners potentially in need of assistance that the City offers no-interest, deferred loans for essential home repairs.
2. Home Improvement Program	Improve neighborhoods evidencing deferred maintenance through property maintenance and rehab. Provide minor repair and rehabilitation to 4 units annually.	The City allocates at least $100,000 of its annual CDBG award to the Home Improvement Program. The HIP provides zero-interest loans of up to $30,000 to low- and very-low-income homeowners, which do not need to be repaid unless the home is sold or refinanced. There is a waiting list of pre-screened applicants, and HIP loans are processed in the order received. On June 20, 2023, the City Council approved the expansion of the HIP to utilize both CDBG and PLHA funds to broaden the scope of homeowners eligible to receive HIP loans. Key changes of the updated HIP Program Policies are highlighted below: • The maximum loan amount for single-family detached homes increased from $20,000 to $30,000. • Owner-occupants of condominiums that meet the household income requirements are now eligible for HIP loans for up to $20,000, provided that PLHA funds are available. The maximum loan amount is lower than the cap for single-family detached homes because costlier improvements, such as roof maintenance and exterior repairs, are the responsibility of the condominium HOAs, not the individual homeowners. • PLHA funds may be used to issue loans to households (both single-family detached and condominium) earning up to 150% of the Area Median Income (AMI) for L.A. County. CDBG funds continue to be restricted to owner-occupied households of single-family detached housing earning no more than 80% of AMI. • A minimum loan amount of $10,000 is now required. Previously, no minimum was specified. Establishing a minimum loan amount encourages homeowners to address more improvements at once, and provides economies of scale with respect to the administrative costs associated with processing loans. The HIP is successful in improving housing conditions and is being continued at available funding levels.

PROGRAM #	OBJECTIVES	STATUS
3. Section 8 Rental Assistance Program	Continue to direct eligible households to the County Section 8 program.	This program is beneficial in reducing problems such as overpayment and overcrowding. City continues to coordinate with the County on the Section 8 program. Handouts are available at the public counter and contact information is regularly provided to requestors. The program is being continued.
4. Preservation of Assisted Housing	Preserve 100 percent of the 149 low- and moderate-income units in The Seasons Apartments.	Diamond Bar contains only one assisted housing project, the 149-unit Seasons Apartments (formerly Heritage Park) for senior citizens. This project was constructed in 1988 and was originally financed under the Los Angeles County Multi-Family Mortgage Revenue Bond program. The project was refinanced in November 1999 under the California Community Development Authority's Multi-Family Housing Re-funding Bond, and was transferred to the Corporate Fund for Housing, a non-profit organization. According to the terms of the new bond agreement, income restrictions for residents and corresponding rent limits were set. For the duration of the bond, which expires December 2, 2034, all units will be affordable: 30 units (20%) will be very-low-income, 82 units (55%) will be low-income, and 37 units will be moderate-income (defined as 100% AMI). All units will be preserved.
5. Mobile Home Park Preservation	Continue to support preservation of the City's two mobile home parks as important affordable housing resources.	Zoning for mobile home parks is successful in preserving this affordable housing option and is being continued. No proposals to close the parks were submitted. The City will continue to support preservation of its two mobile home parks as important affordable housing resources.
6. First-time Homebuyer Assistance Programs	Advertise County's Home Ownership Program (HOP) and Mortgage Credit Certificate (MCC) and provide information to interested homebuyers. In addition, the City will work with realtors to make them aware of these programs.	The City advertised these programs on the City website and will provide information to interested homebuyers annually via City newsletters and through social media. In addition, the City will work with realtors to make them aware of these programs.
7. Senior and Workforce Housing Development	Identify and evaluate sites suitable for new senior and workforce housing. The City will post information on the City website during the first year of the planning period regarding the City's interest in assisting in the development of senior and workforce housing, provide information on available regulatory and financial incentives, and assist developers in applying for funds. The City will also contact local colleges and universities annually to identify potential partnership opportunities for affordable housing.	This program is intended to encourage affordable housing development and is being continued. The City is a member of the San Gabriel Valley Regional Housing Trust (SGVRHT), which is a joint powers authority. SGVRHT's focus is primarily on providing funding assistance in the planning and construction of new homeless and affordable housing. The Trust provides funding and loans to help bridge funding gaps for affordable housing projects. Land Use Policies 10 and 28, which were adopted in the 2019 General Plan Update, also encourage the production of senior and workforce housing.
8. Land Use Element and Zoning	Maintain adequate sites for housing development at all income levels in conformance with the RHNA and ensure compliance with No Net Loss requirements. Process Development Code amendments to provide adequate sites to accommodate the RHNA. Update all regulations and fees on the City website annually throughout the planning period. Notify water and sewer providers immediately upon adoption of the Housing Element.	The City has maintained adequate sites for housing development at all income levels and ensure compliance with No Net Loss requirements. In May 2022, the City entered into a Consultant Services Agreement with Torti Gallas + Partners to prepare the Town Center Specific Plan (TCSP) in the Town Center Mixed-Use focus area, which is one of the sites to accommodate the RHNA. Continual progress has been made on the Specific Plan during the planning period.

PROGRAM #	OBJECTIVES	STATUS
		On November 15, 2022, the City notified the water and sewer providers immediately upon adoption of the Housing Element.
9. Mixed Use Development	Prepare handout and marketing materials encouraging mixed-use development where appropriate and make it available to interested developers throughout the planning period.	In December 2019, the City adopted the Comprehensive General Plan Update that created community visions and blueprint for growth and development in the City through 2040. One of the key features of the new General Plan was the establishment of three new Focus Areas where substantial land use changes are planned as part of a strategy to provide walkable mixed-use activity centers. Goals and policies to promote mixed use developments are as follows: Land Use Goals 12, 14, 15, 16, 18, 19, 22, 24, 26, Land Use Policies 15, 16, 21, 23, 27, 28, 29, 35, 45; Community Character and Placemaking Goals 7, 8, 14, 17; and Circulation Goal 4. In May 2022, the City entered into a Consultant Services Agreement with Torti Gallas + Partners to prepare the Town Center Specific Plan in the Town Center Mixed-Use focus area. The TCSP will provide the regulatory and urban design framework to establish a downtown, or "Town Center" in Diamond Bar as a walkable place with entertainment, retail, restaurants, community gathering spaces, and urban housing opportunities. This program is an important component of the City's overall strategy to revitalize older areas and expand housing production. On March 22, 2023, the City held a community meeting to provide an update to the public on the TCSP. The evening presentation provided a recap, suggested preferred plan and alternatives, affordable housing options, concept of the "Road Diet" along Diamond Bar Boulevard and how to create a human scale. 35 residents attended the meeting. *See Land Use Chapter Goal LU-G-4 and Policy CC-P-21.*
10. Accessory Dwelling Units	Continue to encourage construction of ADUs through an informational handout available at City Hall and on the City website throughout the planning period.	In 2017, the City approved an amendment to the municipal code pertaining to accessory dwelling units to satisfy all of the requirements of Government Code §§65852.150-65852.2. Per AB 68 (Ting), AB 587 (Friedman), AB 671 (Friedman), AB 881 (Bloom), SB 13 (Wieckowski) that went into effect January 1, 2020. In 2021 the City adopted a subsequent amendment to ADU regulations in accordance with the new State laws. The City is currently drafting another Development Code amendment for consistency with the most recent passages of AB 2221 (Quirk-Silva) and SB 897 (Wieckowski). The Code amendment is tentatively scheduled for Planning Commission hearing on May 14,2024. The updated ADU Ordinances have been effective in supporting the production of ADUs and provides affordable rents to low- and moderate-income households. An ADU handout has been created which is being distributed at the public counter. The City continues to encourage accessory dwelling units and this program is being continued.

PROGRAM #	OBJECTIVES	STATUS
		32 building permits for ADUs totaling 22,685 square feet were issued.
11. Housing for Persons with Special Needs	Continue to facilitate emergency shelters and transitional/ supportive housing and continue participating with LAHSA and SGVCOG on efforts to address homelessness throughout the planning period. Process an amendment to the Development Code to allow supportive housing, low barrier navigation centers and large residential care facilities consistent with State law.	The City is currently drafting a Development Code amendment to allow supportive housing and low barrier navigation centers consistent with State law and to replace or modify the CUP requirement to provide greater objectivity and development certainty for residential care facilities serving seven or more persons in all residential zones. The Code amendment is tentatively scheduled for Planning Commission hearing on May 14, 2024.
12. Affordable Housing Incentives/ Density Bonus	Amend the Development Code in 2021 consistent with current Density Bonus Law and continue to encourage the production of affordable housing through the use of density bonus and other incentives.	This program is being continued in compliance with recent changes to State density bonus law. City staff discusses opportunities for affordable housing and density bonuses with developers for housing projects. As mentioned above, an inclusionary housing requirement is also being considered for the TCSP, in addition to other incentives to increase density. The density bonus program is among several tools the City utilizes to facilitate affordable housing. The City is currently drafting a Development Code amendment for consistency with current Density Bonus Law. The Code amendment is tentatively scheduled for Planning Commission hearing on May 14, 2024. The City is also a member of the San Gabriel Valley Regional Housing Trust (SGVRHT), which is a joint powers authority. SGVRHT's focus is primarily on providing fundings assistance in the planning and construction of new homeless and affordable housing. The Trust provides funding and loans to help bridge funding gaps for affordable housing projects.
13. Efficient Project Processing	Continue to offer streamlined development processing, and periodically review departmental processing procedures to ensure efficient project processing.	The City continues to offer efficient permit processing. As a small city, staff is able to work closely with applicants through the review and approval process, thereby helping to expedite the entitlement process to issuance of building and zoning permits. In addition, the City has several procedures in place to minimize project review times, which include concurrent processing, pre-application reviews, and recently adopted General Plan EIR, which allows for individual projects that fall within the scope of the EIR to utilize this as environmental clearance under CEQA. Practices to streamline the issuances for residential projects such as room additions and ADUs have been implemented to eliminate the need to submit a separate application for Planning prior to applying for building permits. The pandemic accelerated implementation of online permit services, and by June 2020, applicants were able to submit applications, plans and payments entirely online. In 2023, the City embarked on the implementation of a new permitting

PROGRAM #	OBJECTIVES	STATUS
		software (Enterprise Land Management system), which will eventually streamline City processes and project processing. This program will be further enhanced through revisions to the Development Code.
14. Affirmatively Furthering Fair Housing	Explore and pursue alternative land use strategies and make necessary amendments to zoning and other land use documents to facilitate a variety of housing choices, including but not limited to higher density opportunities on religious, institutional and quasi-institutional lands, missing middle zoning in addition to SB9 such as SB10, adaptive reuse, more than one JADU per structure, acquiring and adding affordability to existing structures and upzoning with the goal of 50 housing opportunities in the planning period.	On December 21, 2021, the City adopted an urgency ordinance to expand the housing supply in single-family zones by allowing for lot splits and duplexes under the parameters of SB 9. The City intends to adopt a permanent ordinance during the planning period. The City continues to distribute fair housing information at the public counter through brochures, and refers fair housing related complaints to the Housing Rights Center.
15. Reasonable Accommodation for Persons with Disabilities	Continue to implement reasonable accommodation procedures for persons with disabilities in compliance with SB 520.	The City supports the provision of housing for disabled persons through zoning opportunities for transitional housing, reasonable accommodation procedures, and programs to facilitate affordable housing. In 2010, the City adopted an ordinance to facilitate reasonable accommodations. This program is an important component of the City's overall efforts to address the special housing needs of persons with disabilities and is being continued and revised to include additional amendments to City regulations to incorporate recent changes to State law. The City is currently processing a Development Code amendment to ensure that reasonable housing accommodation procedures do not inadvertently act as a constraint on persons with disabilities. The Code amendment is tentatively scheduled for Planning Commission hearing on May 14, 2024.

Climate Action Plan

CAP POLICIES AND ACTIONS	IMPLEMENTATION	GENERAL PLAN GOALS & POLICIES
CLIMATE ACTION PLAN ("CAP") A Climate Action Plan is a comprehensive inventory of specific activities a public agency should undertake to reduce greenhouse gas ("GHG") emissions that originate within its jurisdiction. The City of Diamond Bar adopted a Climate Action Plan concurrently with the General Plan Update to document how it will be able to reduce its GHG emissions in compliance with State mandates and goals to the year 2040, which is the horizon year for the General Plan Update. The table below lists the General Plan Update goals and policies that have been implemented to reduce GHG emissions, quantifies emissions reductions, and explains how these policies and actions will be implemented and organized according to the following categories: 1. Pedestrian Improvements and Increased Connectivity; 2. Bikeway System Improvements; 3. Traffic Calming; 4. Electric Vehicle Infrastructure; 5. Parking Facilities and Policies; and 6. Transportation Improvements.		
1. Pedestrian Improvements and Increased Connectivity	The General Plan Update includes policies that create more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment. Providing an improved pedestrian network and increasing connectivity encourages people to walk more and results in people driving less, causing a reduction in vehicle miles traveled (VMT).	LU-P-9: See status above. LU-P-14: See status above. CC-G-5: See status above. CC-P-4: See status above. CC-P-7: See status above. CC-P-9: See status above. CC-P-21: See status above.
2. Bikeway System Improvements	The General Plan Update provides strategies for maximizing multi-modal accessibility to and connectivity within mixed use areas, including the Metrolink Station and new Town Center. With the total bicycle improvements listed in the General Plan Update, there would be approximately 2.4 miles of bike lanes per square mile. Diamond Bar currently has approximately 2,840 people per square miles. This corresponds to a 0.06 percent reduction in VMT emissions.	LU-P-14: See status above. CC-G-5: See status above. CC-P-7: See status above. CR-G-2: See status above. CR-P-30: See status above. CR-P-43: See status above
3. Traffic Calming	A 0.25 percent reduction in VMT was assumed to occur from the traffic calming improvements to make streets safer and more comfortable for pedestrian travel. Traffic calming devices include roundabouts, corner bulb-outs, speed cushions, surface textures, raised pavement, road narrowing, and other devices that encourage people to drive more slowly or to walk or bike instead of using a vehicle, especially for short trips in and around residential neighborhoods.	CR-P-4: See status above. CR-P-21: See status above. CR-P-22: See status above. CR-P-23: See status above.
4. Electric Vehicle Infrastructure	A 0.05 percent reduction in VMT was assumed to occur from installation of electric vehicle infrastructure, which will encourage Diamond Bar residents, businesses, and the City vehicle fleet to switch to clean fuel and electric vehicles in order to reduce energy use and cost and transportation related GHG emissions.	RC-P-28: See status above.
5. Parking Facilities and Policies	Parking policies reflect both the necessity of providing for adequate and appropriately located vehicle and bicycle parking in existing and new development, and priorities related to safety, urban design, and transportation management. Reduced parking standards and other policies reducing parking availability have an estimated 5 to 12.5 percent VMT reduction. Conservatively assuming the effect of General Plan parking reduction strategies would result in the lower end of VMT reduction, the cumulative reduction from implementations would result in a 5 percent VMT reduction.	N/A
6. Transportation Improvements	Transit service can provide an alternative to automobile travel and is a critical mode of transportation for those who cannot drive or do not have access to a vehicle. The General Plan policies support Metrolink ridership by improving bus, bicycle, and pedestrian connections to the station and by introducing Transit-Oriented Mixed-Use development around the station. Conservatively assuming the combined effect of these strategies, summing the low end of the VMT reduction ranges gives a 0.62 percent reduction in VMT emissions.	CR-G-13: See status above. CR-P-48: See status above.

Project Status Report
March 12, 2024

CITY OF DIAMOND BAR
COMMUNITY DEVELOPMENT DEPARTMENT

PROPERTY LOCATION

PLANNING COMMISSION REVIEW	File #	AP	Applicant	PC 3/12/24	CC 3/19/24	PC 3/26/24	CC 4/2/24	PC 4/9/24	CC 4/16/24
CEQA VMT Thresholds Update		GL	City of Diamond Bar	X					
2023 General Plan Status Report		GL	City of Diamond Bar	X	X				
2023 Annual Housing Element Progress Report		MN	City of Diamond Bar		X				
1200 Chisolm Trail Dr. (New single-family residence)	DR PL2023-5	DT	James Coane			X			

ADMINISTRATIVE REVIEW

Property Location		AP	Applicant		
None					

PENDING ITEMS

Property Location	File #	AP	Applicant	Status
1125 Grand Ave (Massage Establishment)	CUP PL2024-12	MN	AA & FR Health Center Inc	Under Review
1198 Chisolm Trail Dr. (New single-family residence)	DR PL2021-51	DT	Michael Wu	Under Review
2725 Clear Creek (New Single-Family Residence)	DR PL2022-74	DT	Diane Shi	Second incomplete letter sent 11/30/23 – waiting for additional information
2000 Chestnut Creek (New Single-Family Residence)	DR MCUP PL2024-7	DT	Claire Lee	First incomplete letter sent 2/22/24 – waiting for additional information
2001 Derringer Lane (2-lot subdivision)	TPM 83036 PL2021-46	MN	Gurbachan S. Juneja	Fourth incomplete letter sent 8/25/2023 – waiting for additional information
3333 Diamond Canyon Rd (Child Day Care Center)	CUP PL2024-15	MN	Kingdom Seed Academy	Under Review
Gentle Springs Ln. and S. Prospectors Rd.	GPA, ZC, VTTM, DR PL2021-23	GL/DT	Tranquil Garden LLC	First incomplete letter sent 4/16/21 – waiting for additional information
22909 Lazy Trail Rd. (Addition and remodel to single family residence)	DR, MCUP PL2021-05	DT	Walt Patroske	Under Review

LEGEND
PH = PUBLIC HEARING
AP = ASSIGNED PLANNER
PC = PLANNING COMMISSION
CC = CITY COUNCIL

PENDING ITEMS (continued)				
Property Location	File #	AP	Applicant	Status
24167 Lodge Pole Road (Addition to single family residence)	DR PL2023-10	DT	Soledad Corona	Third incomplete letter sent 12/20/23 – waiting for additional information
1829 Los Cerros Drive (Addition and remodel to single-family residence)	DR PL2023-46	DT	Patrick O'Donnell	First incomplete letter sent 7/12/23 - waiting for additional information
2235 Morning Canyon Rd. (20-unit condos)	TTM 83836, DR, TP PL2022-89	MN	Samir M. Khoury	Second Incomplete Letter Sent 04/28/23 – waiting for additional information
23901 Ridge Line (2-lot Subdivision)	TPM PL2022-119	DT	Pete Volbeda	Second incomplete letter sent 12/5/23 – waiting for additional information
Development Code Amendment (Code cleanup)	DCA PL2022-59	MN/GL	City of Diamond Bar	Under Review
Supportive Housing, Low Barrier Navigation Centers and Large Residential Care Facilities (Development Code Amendment)	DCA PL2023-38	GL	City of Diamond Bar	Under Review
SB9 Ordinance	DCA PL2019-43	MN	City of Diamond Bar	Under Review
Walnut Valley Unified School District (Billboard Ordinance)	DCA PL2021-43	DT/GL	WVUSD	Under Review