Diamond Bar Golf Course Renovation Project

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
San Gabriel Valley Council of Governments

June 2020

Diamond Bar Golf Course Renovation Project

INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION

Submitted Pursuant to: (State) Division 13 Public Resources Code

CEQA LEAD AGENCY:

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

RESPONSIBLE AGENCIES:

Los Angeles County Metropolitan Transportation Authority

Los Angeles County

6/16/2020

Date of Approval

Mark Christoffels
Director of Capital Projects/Chief Engineer
San Gabriel Valley Council of Governments

The following person may be contacted for more information about this document:

Mark Christoffels, Director of Capital Projects/Chief Engineer
San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706
DBGC@sgvcog.org

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SCH No. XXX

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, State of California Public Resources Code

Project Description:

The San Gabriel Valley Council of Governments (SGVCOG) and the Los Angeles County and the Los Angeles Metropolitan Transportation Authority (Metro) propose to renovate the Diamond Bar Golf Course, which is located at 22751 Golden Springs Drive, in the City of Diamond Bar, California.

Determination:

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the SGVCOG's intent to adopt an MND for this project. This does not mean that the SGVCOG's decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

The SGVCOG has prepared an Initial Study (IS) for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no impact** on agriculture and forest resources, land use and planning, mineral resources, and population and housing.

The proposed project would have **less than significant impacts** on aesthetics, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

With the following **mitigation measures incorporated**, the proposed project would have **less than significant impacts** on air quality, biological resources, geology and soils, hydrology and water quality, noise, and mandatory findings of significance.

Mitigation measures that would reduce potentially significant impacts resulting from the proposed project to less than significant are summarized in the Mitigation Monitoring Program for the proposed project (Appendix A of the IS).

6/16/2020

Date of Approval

Mark Christoffels
Director of Capital Projects/Chief Engineer
San Gabriel Valley Council of Governments

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Appendix B: Biological Survey Report and Jurisdictional Delineation

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Appendix H: Phase I Environmental Site Assessment

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LIST OF ACRONYMS

AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADL	Aerially Deposited Lead
AQMP	Air Quality Management Plan
Basin	San Gabriel Valley Groundwater Basin
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
BGS	Below Ground Surface
BMP	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalFire	California department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
COG	Council of Governments
CWA	Clean Water Act
dBA	A-Weighted Decibel
dbh	Diameter at Breast Height
DPM	Diesel-Exhaust Particulate Matter
EB	Eastbound
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
GC	Golf Course
GHG	Greenhouse Gas
Golf Course	Diamond Bar Golf Course
HMMP	Habitat Mitigation Monitoring Plan
HRTR	Historical Resources Technical Report

IS	Initial Study
in/sec	Inches per second
LACoFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department
LBP	Lead Based Paint
lbs/day	Pounds per Day
L_{eq}	Energy Equivalent Noise Level
L_{max}	Maximum Sound Level
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NO_X	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
OS	Open Space
Pb	Lead
PCB	Polychlorinated Biphenyls
PM_{10}	Coarse Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PMP	Paleontological Resources Impact Mitigation Plan
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCB	Reinforced Concrete Box
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District

SCE	Southern California Edison
SR-57	State Route 57
SR-60	State Route 60
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TPH	Total Petroleum Hydrocarbon
U.S.	United States
U.S. EPA	U.S. Environmental Protection Agency
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

1.1 Purpose and Authority

This Initial Study (IS) has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000 et seq.) to evaluate the potential environmental impacts associated with the implementation of the proposed Diamond Bar Golf Course Renovation Project ("Project"), located at 22751 Golden Springs Drive, in the City of Diamond Bar, California. This document is prepared in conformance with CEQA and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000 et seq.).

Proposed improvements to the Diamond Bar Golf Course ("Golf Course") are necessary to mitigate and minimize impacts from the California Department of Transportation's (Caltrans) State Route 57/State Route 60 (SR-57/SR-60) Confluence at Grand Avenue Project (EA#279100, SCH#2009081062). The *Final Environmental Impact Report (EIR)/ Finding of No Significant Impact (FONSI) and Programmatic Section 4(f) Evaluation for the SR-57/SR-60 Confluence at Grand Avenue Project* (2013) included mitigation measures to reconfigure the Golf Course so that it continues to function as an 18-hole golf course and the user experience is not diminished (California Department of Transportation, 2013). In addition, a CEQA EIR Addendum was completed in 2019 for widening Grand Avenue (Grand Avenue/Golden Springs Intersection Improvement Project), which further increased impacts to the Golf Course (Successor Agency to the Industry Urban-Development Agency, 2019).

This IS is intended to serve as an informational document for the public agency decision makers and the public regarding the proposed project as described in Section 2.

1.2 Documents Prepared for the Project

The following technical studies were prepared for the proposed project and appended to this IS:

- Biological Survey Report
- Cultural/Paleontological Resources Assessment
- Historical Resource Technical Report
- Noise & Groundborne Vibration Impact Assessment
- Air Quality & Greenhouse Gas Impact Assessment
- Phase I Environmental Site Assessment

2.0 ENVIRONMENTAL CHECKLIST

2.1 Background

1. Project Title:

Diamond Bar Golf Course Renovation Project

2. Lead Agency Name and Address:

San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706

3. Contact Person and Phone Number:

Mark Christoffels
Director of Capital Projects/Chief Engineer
San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706
(626) 962-9292

4. Project Location:

Diamond Bar Golf Course
22751 Golden Springs Drive
City of Diamond Bar, California
(See Figure 2-1, Figure 2-2, and Figure 2-3)

5. Project Sponsor's Name and Address:

San Gabriel Valley Council of Governments
4900 Rivergrade Road, Suite A120
Irwindale, CA 91706

6. General Plan Designation:

Golf Course (GC) (See Figure 2-4). The City of Diamond Bar released the Diamond Bar General Plan 2040 in December 2019. A Community Core Overlay covers the existing Golf Course under the General Plan. Should the Golf Course cease to operate, this designation would require a master plan for the entire Golf Course property (City of Diamond Bar, 2019b).

7. Zoning:

Open Space (OS) (See Figure 2-5)

8. Description of Project:

The San Gabriel Valley Council of Governments (SGVCOG) with the Los Angeles County and Metropolitan Transportation Authority (Metro) propose to renovate the Diamond Bar Golf Course ("Golf Course") in Los Angeles County. Grand Avenue divides the existing Golf Course into two parts. There are currently six existing holes on the western part of the course and 12 holes on the eastern part of the course (See Figure 2-2). An existing golf cart tunnel beneath Grand Avenue connects the two parts (i.e., west and east).

Planned freeway improvements to the State Route 57 (SR-57)/State Route 60 (SR-60) confluence at the Grand Avenue interchange as approved by Caltrans in December 2013 (SCH #2009081062) would permanently incorporate 9.4 acres of the Golf Course, reducing the Golf Course from 171.3 acres to 161.9 acres and require the demolition of an existing maintenance facility. The Final EIR/FONSI for the SR-57/SR-60 Confluence at Grand Avenue Project included mitigation measures to reconfigure the Golf Course so that it continues to function as an 18-hole golf course and the user experience is not diminished.

The proposed project would realign and reconfigure six holes in the western part of the course and three in the eastern part of the course. This includes reconstructing bunkers and tee and green complexes for all holes. The proposed project would increase the overall existing course yardage from 6,801 yards to 6,848 yards. The total course par would remain unchanged at par 72 (see Figure 2-6).

The following features of the Golf Course would be reconfigured:

- The six holes located in the western part of the Golf Course (Holes 3 through 8) would be realigned and increased in length in order to maintain course yardage and renumbered to Holes 4 through 9.
- Existing Hole 9, located in the eastern part of the Golf Course, would be shortened and renumbered to Hole 3.
- The existing Hole 9 green, located adjacent to the clubhouse, would be reconstructed as a practice chipping green with bunkers.
- Holes 10 through 18 would be maintained in the same configuration and hole numbering with the relocation of the Hole 15 green, Hole 11 Green, and Hole 16 tee.
- Approximately 2,600 linear feet of existing concrete landscape gutters would be removed (excavation depth of six inches below ground surface [bgs]) and replaced with approximately 7,676 linear feet of underground, low-flow drainage pipes across fairways and driving ranges (excavation depth of three feet and installation depth of two feet bgs).
- The existing wall-to-wall cart path system would be retained; however, 115,000 square feet of the existing concrete cart paths and 20,000 square feet of asphalt access road would be reconfigured and replaced.
- The practice putting green would be reconstructed.
- Protective netting and trees would be installed as required for safety and playability at the Golf Course. Existing netting adjacent to SR-57/SR-60 would be removed. Approximately

130-foot-tall netting would be installed along the west side of the proposed Hole 8 (existing Hole 7) to prevent golf balls from reaching the freeway. Netting would also be installed along the proposed Holes 2 and 9 and along the practice range.

- The existing 4,500-square-foot maintenance building and 17,500-square-foot maintenance yard, located adjacent to SR-57/60 in the eastern portion of the Golf Course, would be demolished. A new maintenance facility would be constructed approximately 800 feet west of the existing maintenance facility in a more central location on the Golf Course. The new maintenance facility would include a maintenance building of up to 9,000 square feet within a 33,000-square-foot maintenance yard. Water, power, and sewer utilities would be installed to serve the new maintenance facility.
- The project would require the removal of between 150 to 200 trees, including approximately 29 native trees. Mature native trees would be replaced at a 3:1 ratio within the Golf Course and immediately surrounding areas consistent with the SR-57/SR-60 Confluence at Grand Avenue Project mitigation requirements. Source materials for replacement of native trees would be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance.

Night work is not anticipated. Construction is anticipated to begin in January 2021 for a duration of approximately 17 months, during which time the Golf Course would be closed to the public.

The proposed project would not require the acquisition of any right-of-way. A new Los Angeles County Flood Control District easement and relocation of Southern California Edison utility easements are needed within the Golf Course. All construction activities, including staging, would occur within the boundaries of the existing Golf Course. Construction staging would be located west of Grand Avenue at the existing Hole 8 and east of Grand Avenue at the existing maintenance facility. Construction activities for the SR-57/SR-60 Confluence at Grand Avenue Project is scheduled to begin in 2022.

9. Surrounding Land Uses and Setting:

The Project Area includes an existing Golf Course that is zoned open space (OS) (see Figure 2-5). The Project Area is bordered to the northwest by northbound SR-57/60, to the southeast and east by Golden Springs Drive, and to the northeast by South Prospector Road. Grand Avenue bifurcates the Golf Course. Holes 1, 2, and 9 through 18 are in the eastern part of the course. Holes 3 through 7 and 8 are in the western part of the course. An existing cart underpass beneath Grand Avenue connects these two parts.

Commercial (C-2, C-3, CO), residential (RMH), office (OB, OP), and planning areas (SUB-PA1) surround the project area (see Figure 2-5). Sycamore Canyon Park and the parking lot for Calvary Chapel Golden Springs are located east of the project area across Golden Springs Drive. There are existing residential properties immediately adjacent to the project area in the northeast by Holes 15 through 17. The Ayres Suites Diamond Bar is adjacent to Holes 6 and 7 in the southwest.

10. Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):

U.S. Army Corps of Engineers (USACE)
State Water Resources Control Board (SWRCB)
California Department of Fish and Wildlife (CDFW)
Los Angeles County Department of Parks and Recreation
Los Angeles County Metropolitan Transportation Authority (Metro)
Los Angeles County Fire Department (LACoFD)
Los Angeles County Building Department
Los Angeles County Flood Control District
Caltrans

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) in April 2019, which was positive for Sacred Lands. The NAHC indicated that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for more information about the positive result. The SGVCOG contacted the Gabrieleño Band of Mission Indians – Kizh Nation and Gabrieleno/Tongva San Gabriel Band of Mission Indians through U.S. certified mail on February 3, 2020 and sent follow-up letters via email to the two tribes on February 24, 2020. No Tribes responded to SGVCOG within 30 days of receipt of the formal notification to request consultation.

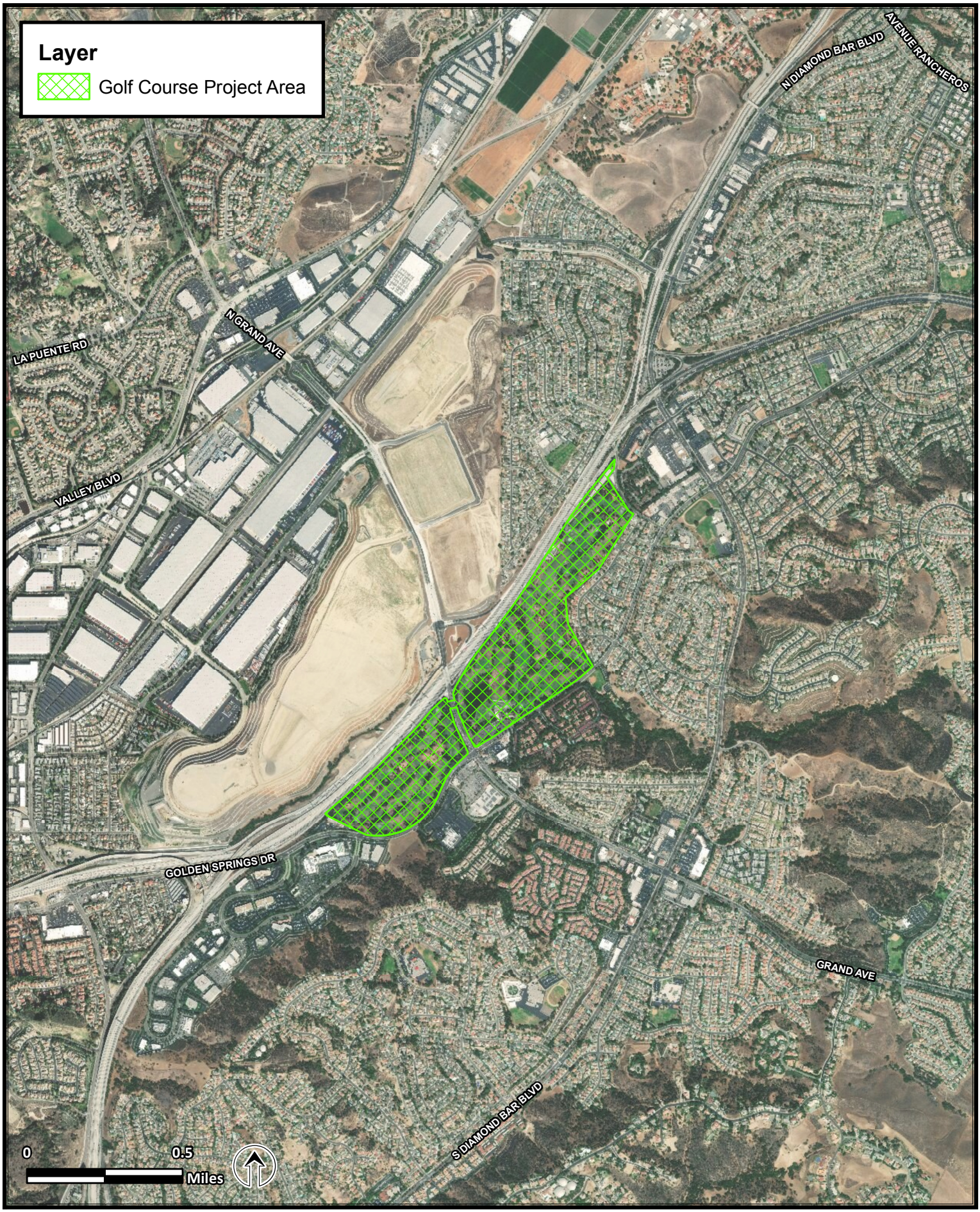
SGVCOG

FIGURE 2-1. REGIONAL LOCATION
Diamond Bar Golf Course Renovation Project

Sources: ESRI 2019.

SGVCOG

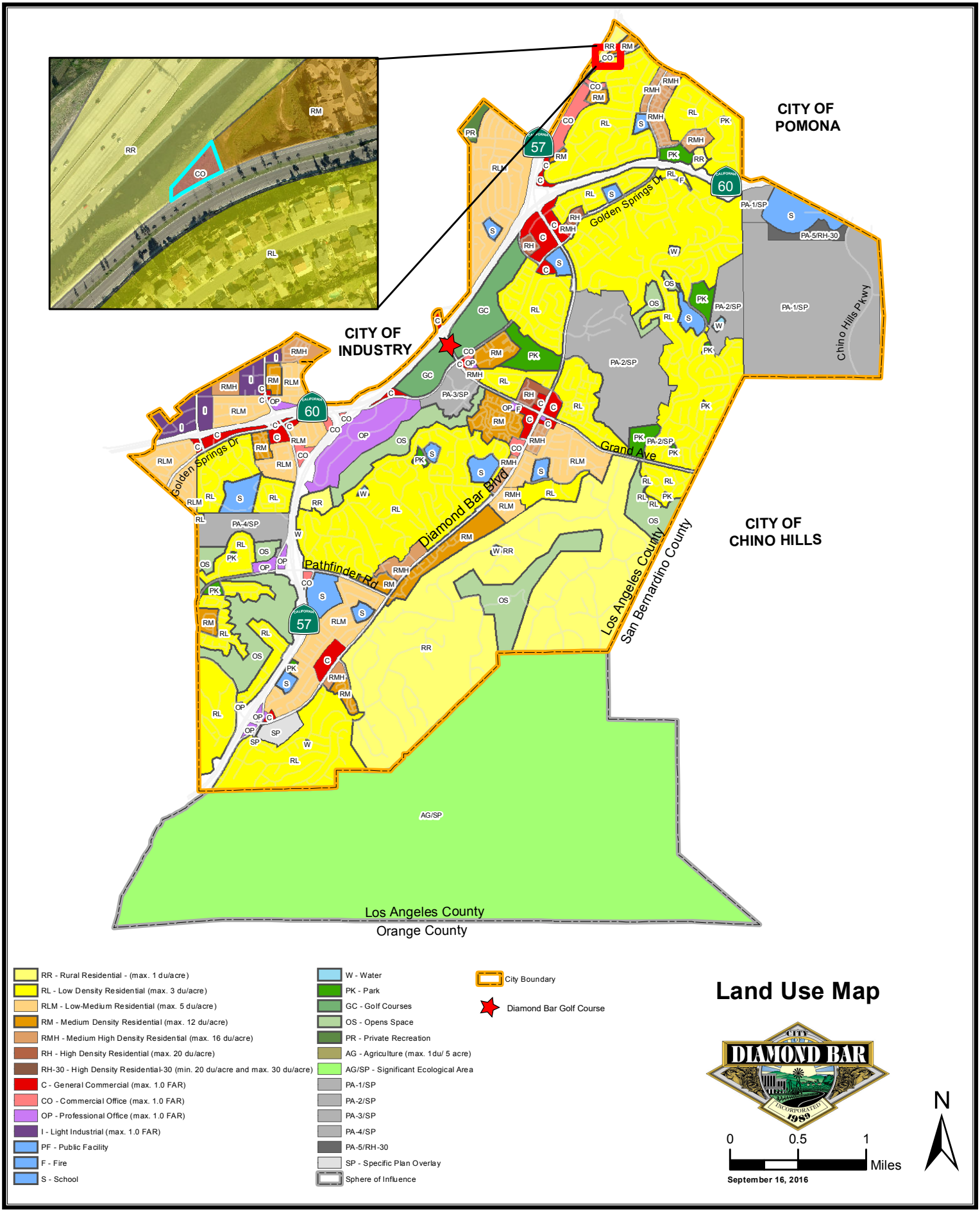
FIGURE 2-2. PROJECT LOCATION
Diamond Bar Golf Course Renovation Project



Sources: ESRI 2019.

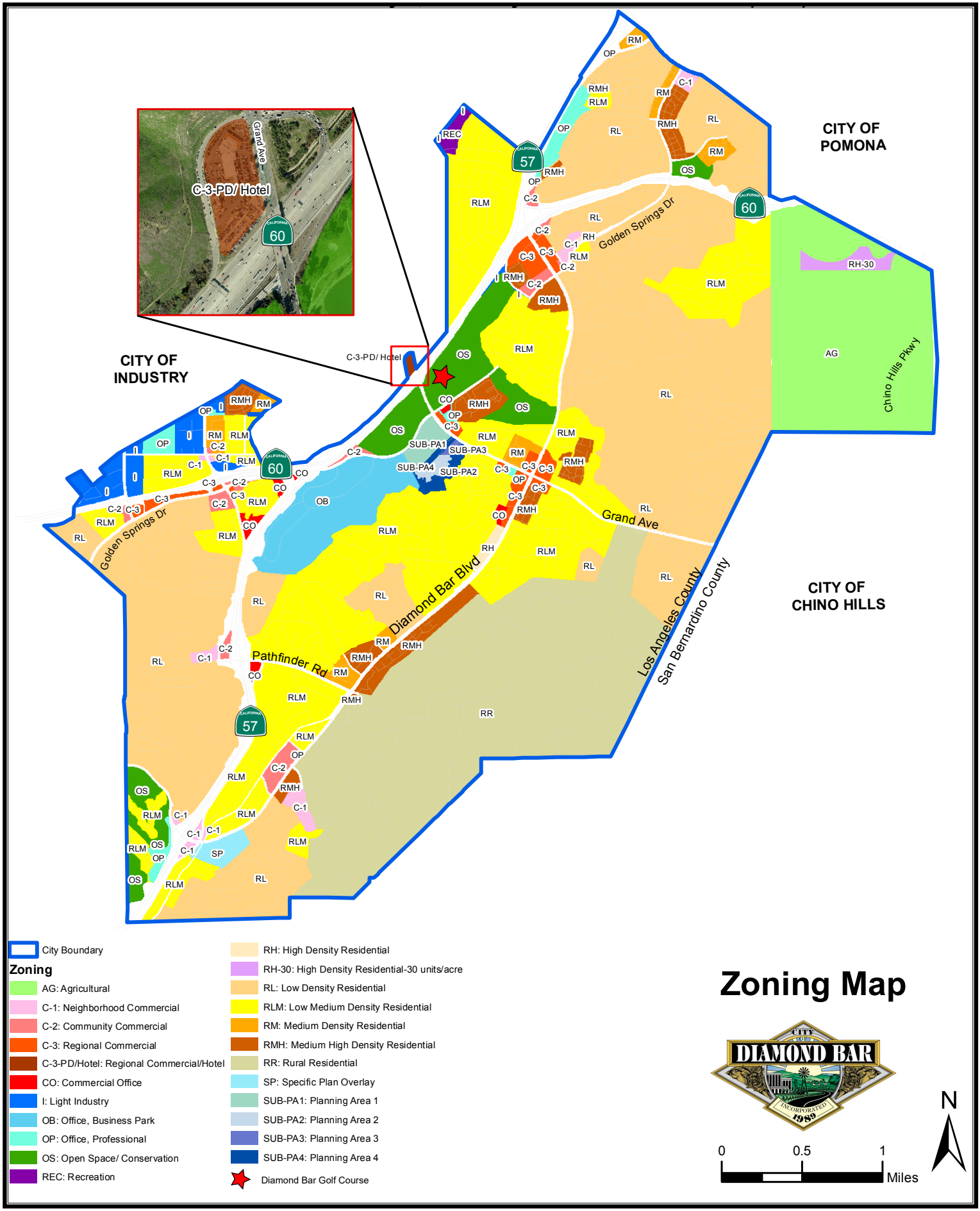
SGVCOG

FIGURE 2-3. PROJECT FOOTPRINT
Diamond Bar Golf Course Renovation Project



SGVCOG

FIGURE 2-4. GENERAL PLAN LAND USE
Diamond Bar Golf Course Renovation Project



SGVCOG

FIGURE 2-5. ZONING
Diamond Bar Golf Course Renovation Project

Sources: ESRI 2019.

SGVCOG

FIGURE 2-6. PROPOSED GOLF COURSE DESIGN
Diamond Bar Golf Course Renovation Project

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially impacted by the proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

2.3 Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or potentially significant unless mitigated" impacts on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Mark Christoffels — Date

Director of Capital Projects/Chief Engineer

3.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CHECKLIST

Each of the responses in the following environmental analysis considers the whole action involved, including project-level, cumulative, on-site, off-site, indirect, construction, and operational impacts. A brief explanation is provided for all answers and supported by the information sources cited.

1. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).

2. A “Less Than Significant Impact” applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

3. A “Less Than Significant Impact With Mitigation Incorporated” applies when the proposed project would not result in a substantial and adverse change in the environment after additional mitigation measures are applied.

4. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant” entries when the determination is made, an EIR is required.

3.1 Aesthetics

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

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

Less than Significant Impact. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A significant impact to a scenic vista is an impact that would substantially degrade the view from a designated viewpoint.

There are no officially designated scenic vistas within the project area. The project area is predominately open space and provides scenic values for park users. Views of the Golf Course from the surrounding neighborhood are obstructed by fencing and large trees that line the perimeter of the park. Existing vertical structures within the Golf Course consist of protective netting, Southern California Edison (SCE) overhead power and transmission poles, clubhouse, and the maintenance yard.

During construction, vehicles, equipment, and materials would be present in the project area. Construction and staging areas would be contained within the Golf Course property and views of these areas would be obstructed by existing fencing and large trees around the perimeter of the Golf Course. The presence of construction equipment and vehicles could temporarily affect views for neighboring residents. Views of construction and staging areas would be obscured by applying protective screen material to existing property line fencing for those locations where such fencing will be beneficial without being required to enter private property and along the existing fencing of Prospectors Road. Fencing would not be required along Golden Springs Drive nor along Grand Avenue as there are no adjoining homes (see **AES-1** below). In accordance with the City of Diamond Bar Tree Preservation and Protection

Ordinance, native replacement trees would be planted on the Golf Course at a ratio of 3:1 for native trees removed outside the Golf Course property within the City of Diamond Bar. In addition, the SR-57/SR-60 Confluence at Grand Avenue Project would include replacement planting on the Golf Course. Visual effects would be short-term and temporary in duration. Impacts are not expected to be substantial because views would be restored following construction.

The project would include the installation of protective netting around proposed Holes 2, 8 (existing Hole 7), and 9 along the SR-57/SR-60 confluence, as well as modifications to the netting along the practice range. The highest point of the netting would be approximately 130 feet tall. The project would also include removal of existing vertical structures, including 15 SCE overhead power poles (ten 35-foot poles and five 80-foot poles that extend above the existing protective netting) along the existing eastbound (EB) SR-57/SR-60. Fifteen new SCE overhead power poles would be placed within the Golf Course along the proposed EB SR-57/SR-60 alignment (ten 35-foot poles and five 100-foot poles that would extend above the proposed protective netting). In addition, one existing 80-foot SCE overhead transmission pole would be relocated along the proposed EB SR-57/SR-60 alignment. The relocation and addition of vertical structures would not substantially change or degrade views within the Golf Course.

Once operational, the project area would remain an open space. Views of and within the Golf Course would be similar to existing views. Therefore, the project would not have a substantial adverse effect on a scenic vista.

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

No Impact. The project area is not within or immediately adjacent to a state scenic highway. A 6.4-mile segment of SR-57 is designated as an eligible state scenic highway (California Department of Transportation, 2017). This segment begins at the State Route 90 (ORA PM 19.9) crossing into Los Angeles County, and ends at the SR-60 confluence (LA PM R4.5), which is 0.7 mile southwest of the project area. All project improvements would be contained within the existing Golf Course and would not encroach onto the eligible state scenic highway. Therefore, the project would not substantially damage scenic resources within a state scenic highway.

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

No Impact. The project area is in an urbanized area and is zoned Open Space (OS). The project would involve renovating the existing Golf Course and would not result in changes to the existing land use designation. Therefore, the project would not conflict with applicable zoning or other regulations governing scenic quality.

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

Less than Significant Impact. The project area is in an urban area with existing sources of light or glare that include lighting from vehicles and streetlamps on adjacent roadways, including SR-57 and Grand Avenue. Existing sources of light on the Golf Course include flood incandescent spotlights around the existing maintenance building. Adjacent residential land uses could be sensitive to nighttime light.

Night work is not anticipated; therefore, construction activities are not anticipated to require lighting that would adversely affect nighttime views. During construction, vehicles, equipment, and materials may be staged adjacent to the project area and may temporarily result in glare; however, construction impacts would be short-term and temporary in duration.

The project would result in the removal of all existing lighting at the maintenance facility and yard area. Shielded flood lights (approximately 10.5 and 16 feet high) would be installed on the exterior of the proposed maintenance facility building (facing the Golf Course), which would be constructed within the Golf Course immediately adjacent to SR-57/SR-60, approximately 800 feet west of the existing maintenance building. Exterior lighting would consist of a 20-foot pole mounted parking lot light and building mounted wall packs, which would limit lighting to just the parking area and within the perimeter of the maintenance yard. Lighting would not reach surrounding residential properties. Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Avoidance, Minimization, and/or Mitigation Measures

The following measure would be implemented to avoid and minimize impacts on aesthetics:

AES-1 Views of construction and staging areas will be obscured by applying protective screen material to existing property line fencing for those locations where such fencing will be beneficial without being required to enter private property and along the existing fencing of Prospectors Road. Fencing will not be required along Golden Springs Drive nor along Grand Avenue as there are no adjoining homes.

3.2 Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The project is in an urban area surrounded by transportation corridors, recreational open spaces, and residential and commercial properties. There are no existing agricultural uses within or near the project area (California Department of Conservation, 2017). The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

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

No Impact. The project area is zoned OS. The project area is not zoned for agricultural use, and the site is not under the Williamson Act Contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

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

No Impact. As discussed in Response 3.2 (b) above, the project area is zoned OS and is not zoned as forest land or timberland. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

No Impact. The project area does not contain forest land. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use.

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

No Impact. There are no agricultural uses or forest lands in the surrounding area. The project would involve the renovation of the existing Golf Course and would not result in changes to the current land use designations in the project area. Therefore, the project would not involve changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on agriculture and forest resources and avoidance, minimization, and/or mitigation is not required.

3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

An Air Quality & Greenhouse Gas Impact Assessment was completed for this project in January 2020 (AMBIENT Air Quality & Noise Consulting, 2020a). The results of this study are included in the discussion section below.

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

Less than Significant Impact. The Federal Clean Air Act requires the U.S. Environmental Protection Agency (U.S. EPA) to establish National Ambient Air Quality Standards (NAAQS) for criteria pollutants, which are ozone, coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead (Pb). Under the California Clean Air Act, the California Air Resources Board (CARB) requires that each local air district prepare and maintain an air quality management plan (AQMP) to achieve compliance with the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent and apply to more pollutants than the NAAQS.

The project is located within the South Coast Air Basin (SCAB), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Under the NAAQS, the SCAQMD has been designated as a nonattainment area for ozone (extreme nonattainment), $PM_{2.5}$ (serious nonattainment), and Pb (partial nonattainment). Under the CAAQS, the SCAQMD has been designated as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$ (South Coast Air Quality Management District, 2016).

The SCAQMD has developed an AQMP to achieve compliance with the NAAQS and CAAQS. The AQMP is based on assumptions provided by CARB and the Southern California Association of Governments related to the most recent motor vehicle and demographic information. The AQMP projections are based, in part, on land use designations and growth

forecasts identified in land use plans from cities and counties located in the SCAB. Therefore, projects that would conflict with existing or future growth projections or that would exceed SCAQMD-recommended, project-level significance thresholds would potentially conflict with the AQMP. The SCAQMD-recommended CEQA significance thresholds for construction and operational emissions are summarized in Table 3-1.

Table 3-1. SCAQMD-Recommended CEQA Significance Thresholds

Pollutant	Construction Emissions (lbs/day)	Operational Emissions (lbs/day)
VOC	75	55
NO_X	100	55
CO	550	550
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150

lbs/day = pounds per day; VOC = volatile organic compound; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SO_x = sulfur oxide
Source: (South Coast Air Quality Management District, 2019)

As discussed in Response 3.3 (b) below, the project would not result in overall increases in emissions of ozone-precursor pollutants (i.e., volatile organic compounds [VOC] and oxides of nitrogen [NO_x]) or particulate matter that would exceed SCAQMD's recommended significance thresholds.

During operation, the project would not result in additional pollutant sources because the project would not change existing land uses. Electric golf carts would continue to operate on the Golf Course and would not be expected to substantially contribute to air pollutant emissions. In addition, the project would not result in changes in population or employment growth projections. Therefore, long-term operation of the proposed project would not conflict with or obstruct air quality planning efforts.

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

Less than Significant Impact. Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. For air quality, the cumulative impact study area is the SCAB. As stated in Response 3.3 (a) above, the project area is in a nonattainment area for federal ozone and $PM_{2.5}$ standards; a partial non-attainment area for federal Pb standards; and a nonattainment area for state ozone, PM_{10}, and $PM_{2.5}$ standards. Existing air pollutant sources in the SCAB include gasoline- and diesel-powered motor vehicles, such as cars, trucks, trains, and boats; factories; power plants; and construction activities (e.g., ground disturbance that releases dust). Existing air pollutant sources in the project area include emissions from vehicles on the surrounding roadways.

Construction-generated emissions were quantified using the CalEEMod, version 2016.3.2 computer program based on the estimated amount of material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. Construction emissions were conservatively estimated assuming a more condensed construction period (12 months). Other construction modeling assumptions, including mobile-source emission factors and usage rates, were based on default parameters contained in the model for Los Angeles County. Construction emissions are summarized in Table 3-2. Emissions modeling assumptions and results are included in Appendix A of the Air Quality & Greenhouse Gas Impact Assessment for the project (AMBIENT Air Quality & Noise Consulting, 2020a).

Table 3-2. Daily On-Site & Off-Site Construction Emissions

Construction Activity	Emissions (lbs/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	0.9	8.3	11.5	<0.1	0.7	0.4
Site Preparation	0.9	8.1	11.5	<0.1	0.5	0.5
Grading	4.2	86.7	32.7	0.2	6.6	2.4
Construction	6.5	45.2	54.5	0.2	14.5	4.1
Paving	0.7	4.6	4.8	<0.1	0.4	0.3
Maximum Daily Emissions[2]:	7.2	49.8	59.3	0.2	14.9	4.4
SCAQMD Daily Significance Thresholds:	75	100	550	150	150	55
Exceeds Daily Significance Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2, computer program. Includes onsite and offsite sources. Includes reductions in visible emissions, air contaminants, and fugitive dust associated with compliance with SCAQMD's Rules 401, 402, and 403. VOC and ROG emissions were considered equivalent. Totals may not sum due to rounding.
2. Maximum daily emissions assumes some activities, such as construction and paving, could potentially occur simultaneously.
lbs/day = pounds per day; VOC = volatile organic compound; NO_x = nitrogen oxide; CO = carbon monoxide; SO_x = sulfur oxide; PM_{10} = large particulate matter; $PM_{2.5}$ = small particulate matter; SCAQMD = South Coast Air Quality Management District; ROG = reactive organic gas
Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Assessment for emissions modeling assumptions and results (AMBIENT Air Quality & Noise Consulting, 2020a).

Proposed construction activities would result in short-term increases of criteria air pollutants from fugitive dust emissions during earth moving activities. The use of construction equipment and vehicle trips by construction workers to and from the project area would result in mobile source emissions. As noted in Table 3-2, combined on-site and off-site emissions associated with project construction would generate maximum-daily emissions of approximately 7.2 pounds per day (lbs/day) of VOCs, 49.8 lbs/day of NO_X, 59.3 lbs/day of CO, 0.2 lbs/day of SO_X, 14.9 lbs/day of PM_{10}, and 4.4 lbs/day of $PM_{2.5}$. Construction-generated emissions would not exceed SCAQMD's significance threshold. The project would be required to comply with SCAQMD's Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), which identify measures that would be implemented for the control of fugitive dust generated during onsite ground-disturbance activities. Therefore, project construction would not result in a cumulatively

considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

As discussed in Response 3.3 (a) above, the project would not result in the relocation of major on-site emission sources or long-term changes in vehicle trip generation or traffic distribution along area roadways. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant with Mitigation. Land uses in the project vicinity generally consist of a variety of residential, recreational, public, and commercial land uses. The nearest sensitive land uses consist predominantly of residential land uses located adjacent to and east of the project area along Golden Prados Drive. Additional residential land uses are located east of the project area, across Golden Springs Drive, and north of the project area, across South Prospectors Road. Additional nearby sensitive receptors include Sycamore Canyon Park, Calvary Chapel Golden Springs, and La Petite Academy of Diamond Bar, which are all located east of the project area, across Golden Springs Drive. The Ayres Suites Diamond Bar is a hotel that is located adjacent to and south of the project area, along Golden Springs Drive, and the Best Western Diamond Bar Hotel & Suites is located north of the project area, along South Prospectors Road. In addition, the Mt. Calvary Lutheran School and Lorbeer Middle School are located east of the project area, near the intersection of Golden Springs Drive and S. Diamond Bar Boulevard. A map showing the locations of these sensitive land uses relative to the project area is included in the Air Quality & Greenhouse Gas Impact Assessment for the project (AMBIENT Air Quality & Noise Consulting, 2020a).

Construction projects can result in short-term increases of toxic air contaminants (TAC) and emissions of airborne fugitive dust during construction. The SCAQMD has developed localized significance thresholds (LST) for the evaluation of short-term localized air quality impacts for NO_X, CO, PM_{10}, and $PM_{2.5}$. The LSTs are based on CAAQS, which have been established to provide a margin of safety regarding the protection of public health and welfare.

Table 3-3 compares project-related construction emissions to SCAQMD's LSTs. As noted in Table 3-3, on-site emissions would total approximately 2.2 lbs/day of reactive organic gases, 24.2 lbs/day of NO_X, 16.9 lbs/day of CO, less than 0.1 lbs/day of SO_X, 2.2 lbs/day of PM_{10}, and 1.1 lbs/day of $PM_{2.5}$. Therefore, construction emissions would not exceed SCAQMD's LSTs for NO_X, CO, PM_{10} and $PM_{2.5}$, and a more detailed analysis of construction emissions is not needed.

CARB identifies asbestos as a TAC (California Air Resources Board, 2020). Asbestos can be naturally occurring or used in building or manufacturing materials. Naturally occurring asbestos areas are identified based on the type of rock found in the area. Asbestos-containing rocks found in California are ultramafic rocks, including serpentine rocks. According to the California Geologic Survey, the project area is not located in an area of naturally occurring asbestos (California Geologic Survey, 2000). There is potential for asbestos-containing materials (ACM) in structures to be disturbed during renovation. ACM surveys and testing would be conducted prior to any disturbance or demolition of structures (**HAZ-3**) (see Section

3.9 for additional information). Therefore, the project would not expose sensitive receptors to substantial concentrations of asbestos.

Table 3-3. Daily On-Site Construction Emissions

Construction Activity	Emissions (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	0.8	8.1	11.1	<0.1	0.6	0.4
Site Preparation	0.8	8.1	11.1	<0.1	0.4	0.4
Grading	2.2	24.2	16.9	<0.1	2.2	1.1
Construction	0.3	2.7	2.5	<0.1	0.2	0.1
Paving	0.7	4.6	4.4	<0.1	0.3	0.3
Maximum On-Site Construction Emissions[2]:	2.2	24.2	16.9	<0.1	2.2	1.1
SCAQMD Localized Significance Thresholds[3]:	None	149	885	None	6	4
Exceeds Thresholds?	-	No	No	-	No	No

1. Emissions were quantified using the CalEEMod, v2016.3.2 computer program. Includes implementation of dust control measures in compliance with SCAQMD Rule 403. Totals may not sum due to rounding.
2. Maximum daily emissions assume some activities, such as construction and paving, could occur simultaneously.
3. LSTs are based on a two-acre area of daily disturbance, based on maximum equipment usage anticipated to occur during the grading phase, as provided by the project engineer, and an average receptor distance of 25 meters.
lbs/day = pounds per day
Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Assessment for emissions modeling assumptions and results (AMBIENT Air Quality & Noise Consulting, 2020a).

CARB identifies diesel-exhaust particulate matter (DPM) as a TAC. Health risks associated with DPM are primarily associated with potential cancer risks. The dose to which receptors are exposed is the primary factor used to determine carcinogenic health risks. Dose is a function of the concentration of a substance in the environment and the duration of exposure to that substance.

The calculation of cancer risk associated with exposure to TACs are typically calculated based on a 25- to 30-year period of exposure. However, such assessments should be limited to the period and duration during which exposure occurs. Assuming that construction activities involving the use of diesel-fueled equipment would occur over an approximate 17-month period, project-related construction activities would constitute less than six percent of the typical exposure period. The use of off-road heavy-duty diesel equipment would be temporary and episodic occurring over a relatively large area. In addition, DPM has highly dispersive properties. Therefore, project construction would not expose sensitive receptors to substantial emissions of DPM in excess of applicable thresholds.

Furthermore, as discussed above and noted in Table 3-3, on-site emissions of PM_{10} and $PM_{2.5}$ are not predicted to exceed SCACMD's LSTs. With compliance with SCAQMD Rule 403, which includes measures for the control of fugitive dust, localized concentrations of particulate

matter would not be anticipated to exceed applicable ambient air quality standards. However, given the proximity of sensitive land uses to the project area, localized increases of fugitive dust may result in increased nuisance to occupants of nearby land uses. Therefore, localized emissions of particulate associated with project construction would be considered potentially significant without mitigation.

The project would comply with SCAQMD Rules 401 and 402 to control visible emissions and air contaminants causing public nuisance. With the use of off-road diesel-fueled construction equipment greater than 50 horsepower meeting Tier 4 emission standards, maximum daily emissions of particulate matter associated with mobile-source operations would be reduced by up to 85 percent (**MM-AQ-14**). By implementing measures to comply with SCAQMD rules (**MM-AQ-1** through **MM-AQ-19**), localized emissions of fugitive dust associated with ground-disturbing activities and vehicle travel on unpaved surfaces would be reduced by approximately 50 percent or more. Therefore, with implementation of mitigation measures, the project would not expose sensitive receptors to substantial pollutant concentrations and construction impacts would be reduced to less than significant.

As discussed in Response 3.3 (a) above, the project would not result in the relocation of major on-site emission sources or long-term changes in vehicle trip generation or traffic distribution along area roadways. Therefore, project operation would not likely result in the exposure of sensitive receptors to long-term substantial pollutant concentrations.

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

Less than Significant Impact. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

No major sources of odors have been identified in the project area. Construction of the project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, pavement coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions.

The project would not include the installation of any major sources of odors. During operation, the project would function like the existing Golf Course and would not introduce new sources of emissions. Therefore, project operation would not result in emissions, such as those leading to odors, that would adversely affect a substantial number of people.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to ensure consistency with SCAQMD rules and regulations (e.g., Rules 401, 402, and 403 for the control of visible emissions, air contaminants, and fugitive dust), which would reduce air quality impacts to less than significant:

MM-AQ-1 All active portions of the construction site will be watered twice daily to prevent excessive amounts of dust.

MM-AQ-2 Non-toxic soil stabilizers will be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain) according to manufacturers' specifications.

MM-AQ-3 All excavating and grading operations will be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour.

MM-AQ-4 Off-road equipment and on-road vehicles used on-site will be limited to 15 miles per hour.

MM-AQ-5 All on-site unpaved roads will be paved as soon as feasible, watered twice daily, or chemically stabilized.

MM-AQ-6 **MM-AQ-1** through **MM-AQ-5** and **MM-AQ-7** through **MM-AQ-12** will be added to the project specifications to prevent visible dust from emanating beyond the Golf Course property line to the maximum extent feasible.

MM-AQ-7 All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.

MM-AQ-8 Track-out devices will be used at all construction site access points.

MM-AQ-9 All delivery truck tires will be watered down and/or scraped down prior to departing the job site.

MM-AQ-10 Streets will be swept at the end of the day if visible soil material is carried onto adjacent paved public roads in compliance with SCAQMD Rule 1186 and 1186.1.

MM-AQ-11 Replace ground cover in disturbed areas as quickly as possible.

MM-AQ-12 All trucks that are to haul excavated or graded material on-site will comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

The following additional measures would reduce construction-generated particulate matter emissions from off-road equipment and on-road haul trucks:

MM-AQ-13 Include in all construction contracts the requirement to use 2007 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).

MM-AQ-14 Include in all construction contracts the requirement that all off-road diesel-fueled construction equipment greater than 50 horsepower will meet Tier 4 off-road emission standards. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment will be outfitted with Best

Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. To the extent locally available, construction equipment will incorporate emissions savings technology such as hybrid drives. In the event that any equipment required under this mitigation measure is not available, provide documentation as information becomes available. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment will be provided.

MM-AQ-15 Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.

MM-AQ-16 When not in use, the idling of off-road equipment and haul trucks will be prohibited. Signs will be posted in the designated queuing areas and or job sites to remind drivers and the idling prohibition.

MM-AQ-17 Staging and queuing areas will be located at the furthest distance possible from nearby residential land uses.

MM-AQ-18 Truck haul routes will be located along roadways that would minimize potential impacts to nearby sensitive land uses (e.g., residential).

MM-AQ-19 Use alternatively-fueled (e.g., compressed natural gas, liquefied natural gas, propane), gasoline-fueled, or electrified construction equipment in place of diesel-fueled equipment to the extent locally available.

3.4 Biological Resources

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

A Biological Survey Report was completed for this project in June 2020 (Sage Environmental Group, 2020). A biological reconnaissance survey was conducted in winter 2019. Based on the reconnaissance survey findings, a native tree inventory and a jurisdictional delineation were completed in winter 2019. A nesting bird survey was completed in spring 2020. The results of this report are included in the discussion section below.

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

Less than Significant with Mitigation. The biological study area (BSA) for the project consists of approximately 176.4 acres, including the Golf Course, an approximately 1.5 mile-segment along the SR-57/SR-60 confluence to the north, an approximately 1,160-foot segment of Grand Avenue from the existing SR-60 to Golden Springs Drive, and an approximately 7,580-foot segment of Golden Springs Drive from South Prospectors Drive to Copley Drive to the south. Sage Environmental Group completed a review of the California Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California, U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation, and National Marine Fisheries Service Species Directory. The review identified 43 special-status plant species and 60 special-status animal species as historically occurring in the vicinity of the BSA.

Special-Status Plant Species

Of the 43 special-status plant species with potential to be in the BSA, 33 species were confirmed absent from the study area or are not expected to occur in the study area due to lack of suitable habitat. The ten species listed in Table 3-4 have low potential to occur in the study area. No other sensitive plant species have the potential to be in the project area.

Table 3-4. Special-Status Plant Species with Low Potential to be in the Study Area

Scientific Name	Common Name	Status
Astragalus brauntonii	Braunton's milk-vetch	**FE**, CNPS List 1B.1
Calochortus plummerae	Plummer's mariposa lily	CNPS List 1B.2
Calochortus weedii var. *intermedius*	intermediate mariposa lily	CNPS List 1B.2
Centromadia parryi ssp. *Australis*	southern tarplant	CNPS List 1B.1
Centromadia pungens ssp. *Laevis*	smooth tarplant	CNPS List 1B.1
Chorizanthe parryi var. *parryi*	Parry's spineflower	CNPS List 1B.1
Imperata brevifolia	California satintail	CNPS List 2B.1
Lepidium virginicum var. *Robinsonii*	Robinson's pepper-grass	CNPS List 1B.2
Gnaphalium leucocephalum	white rabbit-tobacco	CNPS List 2B.2
Symphyotrichum defoliatum	San Bernardino aster	CNPS List 1B.2

Source: (Sage Environmental Group, 2020)
Status Codes:
Federal
FE = Federally listed; Endangered
California Native Plant Society
List 1B = Plants rare and endangered in California and throughout their range.
List 2B = Plants rare, threatened or endangered in California but more common elsewhere in their range.
Extensions
0.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat).
0.2 = Fairly endangered in California (20-80% occurrences threatened).

Sage Environmental Group determined that the BSA did not contain any suitable habitat for the Braunton's milk-vetch or other special status plant species, and the BSA does not overlap any federally-designated critical habitat. Therefore, the project would not have a substantial adverse effect on any plant species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, and focused plant surveys are not necessary.

Special-Status Animal Species

Of the 60 special-status animal species with potential to be in the BSA, 41 species are considered or assumed absent from the study area or are not expected to occur in the study area due to lack of suitable habitat. As shown in Table 3-5, 21 species have low potential to occur in the study area. Of the species in Table 3-5, two species are federal- and state-listed species (southwestern willow flycatcher and least Bell's vireo) and two species are California Fully-Protected Species (golden eagle and white-tailed kite).

Table 3-5. Special-Status Animal Species with Potential to be in the Study Area

Scientific Name	Common Name	Status
Low Potential		
Aspidoscelis hyperythra	orange-throated whiptail	CSC
Aspidoscelis tigris stejnegeri	coastal western whiptail	CSC
Crotalus ruber ruber	northern red-diamond rattlesnake	CSC
Accipiter cooperii	Cooper's hawk	CSC (nesting)
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	CSC
Ammodramus savannarum	grasshopper sparrow	CSC (nesting)
Aquila chrysaetos	golden eagle	**FPS**, CSC (migrating/foraging/wintering)
Asio otus	long-eared owl	None (migrating/foraging/wintering)
Athene cunicularia	burrowing owl	CSC
Cypseloides niger	black swift	None (migrating/wintering)
Elanus leucurus	white-tailed kite	FPS (nesting)
Empidonax traillii extimus	southwestern willow flycatcher	FE, SE (nesting)
Falco columbarius	Merlin	CSC (wintering)
Icteria virens	yellow-breasted chat	CSC (nesting)
Vireo bellii pusillus	least Bell's vireo	**FE, SE** (nesting)
Antrozous pallidus	pallid bat	CSC
Eumops perotis californicus	western mastiff bat	CSC
Lasiurus cinereus	hoary bat	CSC
Lasiurus xanthinus	western yellow bat	CSC

Table 3-5 (cont.). Special-Status Animal Species with Potential to be in the Study Area

Scientific Name	Common Name	Status
Low Potential (Continued)		
Myotis yumanensis	Yuma myotis	CSC
Polioptila californica californica[1]	coastal California gnatcatcher	**FT**, CSC
Moderate Potential		
Agelaius tricolor	tricolored blackbird	None (migrating/foraging/wintering)
Chaetura vauxi	Vaux's swift	None (migrating/foraging/wintering)
Circus cyaneus	northern harrier	None (migrating/foraging/wintering)
Elanus leucurus	white-tailed kite	**FPS** (migrating/foraging/wintering)
Empidonax traillii	willow flycatcher	None
Nyctinomops macrotia	big free-tailed bat	CSC
Present Adjacent to the BSA		
Accipiter cooperii	Cooper's hawk	None (migrating/foraging/wintering)
Accipiter striatus	sharp-shinned hawk	None (migrating/foraging/wintering)
Dendroica petechia	Yellow warbler	CSC (migrating/foraging/wintering)
Vireo bellii pusillus	least Bell's vireo	**FE, SE** (nesting)
Present within the BSA		
Accipiter cooperii	Cooper's hawk	None (migrating/foraging/wintering)
Accipiter striatus	sharp-shinned hawk	None (migrating/foraging/wintering)

Source: (Sage Environmental Group, 2020)
1. Year 2010 U.S. Fish and Wildlife Service protocol surveys were performed for this species adjacent to the BSA along Diamond Bar Creek. The surveys resulted in negative findings. The species is not present.
2. This species was last observed adjacent to the BSA in 2008. Year 2010 USFWS protocol surveys were performed for this species adjacent to the BSA along Diamond Bar Creek. The surveys resulted in negative findings.

Status Codes:
Federal
FE = Federally listed; Endangered
FT = Federally listed; Threatened
State
SE = State listed; Threatened
FPS = California Fully-Protected Species
CSC = State Species of Special Concern

Due to the presence of moderately suitable to good quality habitat or previously reported occurrences in the study area, six sensitive wildlife species listed in Table 3-5 were determined to have a moderate potential to occur in the study area for at least some portion of their life histories.

As shown in Table 3-5, four sensitive species were confirmed present adjacent to the BSA since 2007 along the riparian corridor located along the north side of SR-57/SR-60. The least Bell's vireo is a federally and state-endangered species and the coastal California gnatcatcher

is a federally threatened species. The Golf Course BSA does not include suitable foraging or nesting habitat for the least Bell's vireo or coastal California gnatcatcher.

The monarch butterfly (*Danaus plexippus plexippus*) is not a listed species; however, wintering populations are considered imperiled/vulnerable by the CDFW and the species is undergoing Status Review by the USFWS. The CNDDB species list for the project did not include the monarch butterfly. There are no wintering sites or breeding season areas for the monarch butterfly within or near the BSA. Individual monarch butterflies may fly through the BSA during the breeding season, but the monarch butterfly is not anticipated to breed within the BSA. Therefore, the project is not anticipated to affect the monarch butterfly.

The trees and shrubs within and adjacent to the BSA may provide suitable nesting sites for a variety of species, including raptors and species protected by the Migratory Bird Treaty Act (MBTA), which are protected pursuant to these regulations. Large sized trees, such as tall eucalyptus trees are often used by raptors for nesting. Cooper's hawk (*Accipiter cooperii*) and sharp-shinned hawk (*Accipiter striatus*) were observed onsite during the April 2020 and prior surveys. These species appear to utilize the BSA for wintering and foraging only. No active raptor nesting was observed on site during the April 2020 survey and no nesting activity was previously documented.

The MBTA and the California Fish and Game Code Section 3513 prohibit impacts to most native species of nesting birds. Within the BSA, potential direct impacts to protected species are limited to migratory birds protected under the MBTA. Direct impacts to nesting birds could occur if an active nest is removed or if nesting birds are disturbed as a result of construction activities to the extent that they abandon the nest.

With implementation of avoidance and minimization measure **BIO-1**, grubbing of vegetation within the construction footprint would occur outside of the bird nesting season, generally defined as February 15 to September 15, to avoid potential impacts to nesting birds. However, work may occur during the nesting season if a preconstruction nest survey is conducted by a qualified biologist within three days prior to the start of construction to ensure no impacts to nesting birds occur. The survey would be conducted within the proposed impact area and adjacent suitable habitat up to 500 feet outside the construction footprint. Should nesting birds be present, no work would be conducted in that area until the young have fledged and would no longer be affected by the project, as determined by the qualified biologist. Therefore, the project would not have a substantial direct effect on migratory birds protected under the MBTA.

The removal of mature native trees could reduce potential habitat for nesting birds. Approximately 87 replacement trees would be planted within the Golf Course and immediately surrounding areas (**MM-BIO-3** through **MM-BIO-5**) consistent with the SR-57/SR-60 Confluence at Grand Avenue Project mitigation requirements (see Response to 3.4 (e) below). With replacement planting, indirect effects on migratory birds protected under the MBTA through habitat modifications are not anticipated. With mitigation, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

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

No Impact. Based on a database query of the CNDDB, the following 13 sensitive habitats have potential to occur within the BSA:

- California Walnut Woodland
- Southern Willow Scrub
- Southern Arroyo Willow Riparian Forest
- Riversidian Upland Sage Scrub
- Valley Needlegrass Grassland
- Southern Sycamore Alder Riparian Woodland
- Riversidian Alluvial Fan Sage Scrub
- Canyon Live Oak Ravine Forest
- Southern Coast Live Oak Woodland
- Southern California Arroyo Chub/Santa Ana Sucker Stream
- Southern Cottonwood Willow Riparian Forest
- Walnut Forest
- Southern Coast Live Oak Riparian Forest

The BSA has been previously developed as a golf course, which includes the clubhouse, grounds keeper out-building, parking lot, roads, and sidewalks. Vegetation communities identified and mapped within the BSA include 1.58 acres of ruderal vegetation, 161.86 acres of ornamental vegetation, and 9.21 acres of developed area, including an artificial pond. No riparian habitat or natural communities of special concern are located within the BSA. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

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

Less than Significant with Mitigation. A jurisdictional delineation was completed for the BSA in September and October 2019 (Sage Environmental Group, 2020). The 2019 jurisdictional delineation indicated the presence of approximately 1.7 acres of waters of the United States, including 0.4 acres of wetlands, and 2.1 additional acres of waters of the State (e.g., associated riparian vegetation) within the BSA. These include Diamond Bar Creek, which contains native riparian vegetation including mature native trees, and two concrete box culverts associated with the existing freeway. The drainage features flow northwesterly crossing under the SR-57/SR-60 freeway via cement culverts and pipelines. Several upland

cement-lined v-ditches that drain the Golf Course turf areas and one artificial pond (approximately 3.07 ac) are located on the Golf Course; these features are not considered jurisdictional waters or wetlands.

Based on the most recent engineering design plans, the project would include the undergrounding of one segment of Diamond Bar Creek along Hole 8, widening of Diamond Bar Creek within the practice range area west of Hole 1, and relocation of one box culvert associated with maintenance facility improvements. The project design would avoid and minimize permanent impacts to jurisdictional waters and wetlands to the extent feasible.

Implementation of the project would result in the permanent loss of approximately 0.8 acres of waters of the State, including approximately 0.4 acres of waters of the United States, of which 0.2 acres are wetlands. It is anticipated that resource agency permits would be required from USACE, Regional Water Quality Control Board (RWQCB), and the CDFW under Section 404 and 401 of the federal Clean Water Act (CWA) and Section 1600 of the State Fish and Game Code, respectively (**MM-BIO-1**).

Temporary impacts associated with the proposed undergrounding and widening of Diamond Bar Creek would be minimized. Indirect effects to wetlands and other waters may include: (1) changes in hydrology from increased sediment entering drainage areas after vegetation clearing, and/or (2) spread of invasive, non-native plants that are carried on construction equipment during earth-moving activities. The project would include construction site BMPs to control sedimentation (see **WQ-1** and **WQ-2** in Section 3.10 for additional information). In addition, **BIO-2**, which involves cleaning mud and debris from construction equipment, would be implemented to minimize the potential for spreading invasive, non-native plants.

A Habitat Mitigation Monitoring Plan (HMMP) would be prepared and approved by USACE and CDFW prior to the commencement of construction within jurisdictional waters (**MM-BIO-2**). The proposed mitigation site is an approximately 0.75-mile Conservation Easement area along a portion of Diamond Bar Creek downstream of the Golf Course that is owned by the City of Industry. With mitigation, the project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

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

Less than Significant Impact. Wildlife corridors provide opportunities for individual animals to disperse or migrate between areas. Adequate cover, minimal physical constraints, and low human interference (e.g., limited night lighting, noise, and vehicular traffic) are common requirements for wildlife corridors.

The upstream portion of Diamond Bar Creek is a potential narrow wildlife corridor between the eastern portion of the Golf Course and Chino Hills to the east. Another narrow wildlife corridor of scrub and hillside oak and walnut woodland vegetation located behind Diamond Bar City Hall is adjacent to the western portion of the Golf Course. In addition, the Diamond

Bar Creek Conservation Easement area is a potential wildlife corridor to the Puente Hills, an open space area to the southwest of the BSA.

It is likely that the BSA does not provide an important value to the movement of wildlife. The BSA is characterized by ruderal and ornamental vegetation that provide limited habitat value for wildlife. The BSA is also located in an area with high levels of existing freeway noise and night lighting. In addition, nearby and adjacent roadways (e.g., SR-57/SR-60, Golden Springs Drive, South Diamond Bar Boulevard, and Pathfinder Road) and the chain-link fence surrounding the Golf Course restrict wildlife access to and from the Golf Course. There is little opportunity for the movement of mammal species to the west and north. However, there may be potential for smaller animals to move through the Golf Course to the south.

Construction activities would temporarily disrupt the limited movement of smaller animals through the Golf Course. However, long-term effects on the movement of smaller animals are not anticipated following construction.

Several drainages flow into Diamond Bar Creek from south and east of the Golf Course. These drainages exit the Golf Course through culverts under SR-60/SR-57. The upstream portion of Diamond Bar Creek, which is the largest of these drainages, potentially provides a narrow wildlife corridor between the eastern portion of the Golf Course and the Chino Hills to the east. The drainage facilities within the BSA consist of underground pipes and concrete channels with high steep walls. No fish were observed within the BSA, and the BSA does not serve as a corridor for migratory fish.

As discussed in Response 3.4 (a) above, the project could result in impacts on nesting birds protected under the MBTA and California Fish and Game Code Section 3513. The project would include implementation of avoidance and minimization measure **BIO-1**, which limits grubbing of vegetation to outside of the bird nesting season unless a preconstruction nest survey is completed by a qualified biologist within three days prior to the start of construction. If nesting birds are present, no work would be conducted in proximity to the nest until the birds have fledged and would no longer be affected by the project. In addition, potential impacts on migratory birds from tree removal would be minimized and avoided through the planting of replacement trees, as discussed in Response 3.4 (a). Therefore, potential impacts on migratory birds would be minimized.

Because of the presence of physical, man-made constraints, the project area has limited potential for movement of fish or wildlife species, native resident or migratory wildlife corridors, and native wildlife nursery sites. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

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

No Impact. The Golf Course is a County of Los Angeles-owned facility located within the incorporated City of Diamond Bar city limits. Both the County of Los Angeles and the City of Diamond Bar have adopted local ordinances for the protection of native trees.

The Los Angeles County Oak Tree Ordinance is included in Title 22, Part 6, Chapter 22.56 of

County Code. The ordinance applies to all unincorporated areas of the County. Under the ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus that meets the following criteria without first obtaining a permit: (1) 8 inches or more in diameter at 4.5 feet above mean natural grade or (2) a combined diameter of 12 inches or more of the two largest trunks in the case of oaks with multiple trunks. Required replacement trees shall consist exclusively of indigenous oak trees and shall be in the ratio of at least 2:1. Each replacement tree shall be at least a 15-gallon size specimen and measure at least one inch in diameter one foot above the base.

The City of Diamond Bar's Tree Preservation and Protection Ordinance is included in Title 22, Article 3, Chapter 22.38 of the Diamond Bar Municipal Code. Protected trees include the following: (1) native oak (*Quercus sp.*), walnut (*Juglans sp.*), western sycamore (*Platanus racemosa*), and willow (*Salix sp.*) measuring eight inches or greater in diameter at breast height (dbh); (2) trees of significant historical or value as designated by the council; (3) any tree required to be preserved or relocated as a condition of approval for a discretionary permit; (4) any tree required to be planted as a condition of approval for a discretionary permit; and (5) a stand of trees, the nature of which makes each tree dependent upon the others for survival. The replacement ratio for protected trees is 3:1 on residential parcels greater than 20,000 square feet and commercial and industrial properties.

There are no replacement requirements for trees that are not protected by the Los Angeles County Oak Tree Ordinance or the City of Diamond Bar's Tree Preservation and Protection Ordinance, such as ornamental and other non-native trees.

The project area is located within the incorporated City of Diamond Bar city limits; therefore, the project is not subject to the Los Angeles County Oak Tree Ordinance. County-owned facilities are not subject to City ordinance; therefore, the project is not subject to the City of Diamond Bar's Tree Preservation and Protection Ordinance. There are no other local plans or ordinances relevant to the project area. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.

Although the project is not subject to either the Los Angeles County Oak Tree Ordinance or the City of Diamond Bar's Tree Preservation and Protection Ordinance, the project includes tree protection and replacement measures consistent with the requirements of both ordinances and consistent with the SR-57/SR-60 Confluence at Grand Avenue Project mitigation requirements, as discussed below.

As shown in Table 3-6, the BSA contains approximately 124 native trees, including coast live oak (*Quercus agrifolia*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), black willow (*Salix gooddingii*), California sycamore (*Platanus racemosa*), California cottonwood (*Populus fremontii*), California walnut (*Juglans californica*), and white alder (*Alnus rhombifolia Nutt.*). As the project design is finalized, field reviews would be conducted to avoid affecting native trees where practicable (**BIO-3**), and removal of native trees would be avoided to the greatest extent feasible. It is currently anticipated that up to 29 native trees would be affected by the project.

The project includes replacement of native trees impacted by the project, including native oak (*Quercus sp.*), walnut (*Juglans sp.*), western sycamore (*Platanus racemosa*), and willow (*Salix*

sp.) measuring eight inches dbh (**MM-BIO-3**). Replacement trees would be planted at a 3:1 ratio. Replacement trees would be locally sourced and planted within the Golf Course or immediately surrounding areas outside the Golf Course, including the downstream portion of Diamond Bar Creek along westbound SR-57/SR-60, immediately west of Grand Avenue in the City of Industry (**MM-BIO-4**).

Table 3-6. Native Trees Within the BSA

Scientific Name	Common Name	Within the BSA	Within the Project Construction Footprint
Quercus agrifolia	Coast live oak	33	1
Salix laevigata	Red willow	6	6
Salix lasiolepis	Arroyo willow	8	8
Salix gooddingii	Black willow	2	2
Platanus racemosa	California sycamore	26	6
Populus fremontii	California cottonwood	2	1
Juglans californica	California walnut	24	2
Alnus rhombifolia Nutt.	White alder	21	3
TOTAL		**124**	**29**

Source: (Sage Environmental Group, 2020)

Indirect impacts on tree roots and canopies may occur as a result of work within five feet of the dripline, or 15 feet from the tree trunks, whichever distance is greater (e.g., tree protection zone). The project may result in eventual deterioration and tree loss if substantial impacts to roots and tree canopies adjacent to the impact area. Avoidance, minimization, and replacement efforts would be implemented as applicable to native trees located in areas adjacent to the impact area (i.e., not planned for removal) (**BIO-4** and **MM-BIO-5**).

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

No Impact. The project area is not located in any approved Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts on biological resources:

BIO-1 To the extent feasible, grubbing of vegetation within the construction footprint will occur outside of the bird nesting season, as defined by USFWS regulations as February 15 through September 15, to avoid potential impacts to nesting birds. However, should work commence during the nesting season, a preconstruction nest survey is conducted by a qualified biologist within three days prior to the start

of construction to ensure no impacts to nesting birds occur. The survey will be conducted within the proposed impact area and adjacent suitable habitat up to 500 feet outside the construction footprint. Should nesting birds be present, no work will be conducted within a minimum of 50 feet of that area until the young have fledged and are no longer affected by the project, as determined by the qualified biologist.

BIO-2 Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential for spreading noxious weeds (before arriving at the site and before leaving).

BIO-3 As the project design is finalized, field reviews will be conducted by a certified arborist to avoid affecting native trees where practicable.

BIO-4 To ensure the construction footprint within the BSA is minimized to the extent practicable adjacent to areas containing native trees, a qualified biological monitor will flag and stake the construction limits in the field in coordination with the contractor. The biological monitor will be onsite during construction to ensure the protection of the drip line area of adjacent native trees and that construction limits are enforced. The biological monitor will have the authority to halt construction if required to ensure compliance.

The following measures would be implemented to mitigate impacts on biological resources:

MM-BIO-1 A Nationwide Permit will be obtained through USACE prior to obtaining grading permits, pursuant to Section 404 of the Clean Water Act. A certification or waiver from the Region 4 RWQCB will be obtained prior to the initiation of construction. A Streambed Alteration Notification will be submitted, and authorization from CDFW will be obtained prior to obtaining grading permits.

MM-BIO-2 A Habitat Mitigation Monitoring Plan (HMMP) will be prepared and approved by USACE, RWQCB and CDFW prior to the commencement of construction within jurisdictional waters. At a minimum, the HMMP will meet the following criteria:

a. The habitat will be replaced and/or enhanced at a minimum ratio of 2:1,

b. The HMMP will identify a success criterion of at least 80 percent for native riparian vegetation cover of replaced habitat, and

c. The HMMP will include a 5-year establishment period for replacement habitat, regular trash removal, and regular maintenance and monitoring activities to ensure the success of the mitigation plan.

The proposed mitigation site is an approximately 0.75-mile Conservation Easement area along a portion of Diamond Bar Creek downstream of the Golf Course that is owned by the City of Industry.

MM-BIO-3 Native trees measuring eight inches more in diameter at breast height (dbh) impacted by project implementation will be replaced at a 3:1 ratio.

MM-BIO-4 Source materials for replacement of native trees will be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance. Locations for the tree planting will be within the Diamond Bar Golf Course and immediately surrounding areas, including the downstream portion of Diamond Bar Creek owned by the City of Industry, located along the westbound side of the SR-57/SR-60 freeway, immediately west of Grand Avenue.

MM-BIO-5 If native tree branches are to be pruned that are over four inches in diameter at the point of the cut, the maximum amount allowed for the pruning of a native tree will be 20 percent, except for oak trees which will be ten percent. Where roots less than one inch in diameter are damaged or exposed, the roots shall be cleanly saw cut and covered with soil in conformance with industry standards. If more extensive pruning is required, native tree replacement will occur (**MM-BIO-3**).

3.5 Cultural Resources

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

A Cultural and Paleontological Resources report (Duke CRM, 2020) and a Historical Resource Technical Report (HRTR) were completed in February 2020 (GPA Consulting, 2020). The results of these studies are included in the discussion section below.

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

Less than Significant Impact. The project study area for historical resources is limited to the Golf Course boundaries (see Figure 2-3). No properties within the project study area are currently listed under national, state, or local landmark or historic district programs.

Because the Golf Course is older than 45 years of age, the eligibility of the property for national, state, and local designation was evaluated in the HRTR. The HRTR concluded that the Golf Course property is not eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or as a Los Angeles County Landmark or Historic District due to a lack of significance and physical integrity.

One resource in the project study area, the Golf Course clubhouse building, was previously determined eligible for listing in the Los Angeles County Register of Landmarks and Historic Districts and qualifies as a historical resource as defined by CEQA. The project does not include any improvements or renovations of the clubhouse building and the project would not otherwise directly impact the clubhouse building or any other historical resource. The project would include changes to existing visual elements in the immediate surroundings of the historical resource; however, the project would not result in a substantial adverse change to the integrity of the historical resource to the degree that it would no longer be eligible for listing as a historical resource as defined by CEQA. Therefore, the project would not result in a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

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

Less than Significant Impact. A preliminary records search was completed at the South Central Coastal Information Center in April 2019 and an updated records search was conducted in January 2020. The results of the preliminary search indicate no cultural resources have been recorded within the project area; however, five prehistoric archaeological sites, one prehistoric isolate, and one historic resource are located within one mile of the project area. A combined intensive and reconnaissance level pedestrian survey of the project area was conducted in November 2019 and no archaeological resources were observed.

Due to the high level of ground disturbance that likely occurred within the Golf Course during its construction, the Golf Course can be considered to have low sensitivity for archaeological deposits. Project construction has a low potential to yield intact subsurface deposits. However, there is potential for excavation activities to result in the unanticipated discovery of previously undisturbed archaeological resources. In the unlikely event that archaeological resources are encountered during construction, all work in the vicinity would stop until a qualified archaeologist can visit the site of discovery, assess the significance of the find, and implement appropriate measures to protect or scientifically remove the find (see **CUL-1**). With implementation of this avoidance and minimization measure, project construction would not cause a substantial adverse change in the significance of an archaeological resource.

Project operation would not involve any ground-disturbing activities. Therefore, there would be no potential to disturb, damage, or degrade an archaeological resource or its setting. No operational impacts on archeological resources would occur.

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

Less than Significant Impact. As discussed in Response 3.5 (b) above, the likelihood of encountering archaeological resources, including human remains, during project construction is low. In the unlikely event that archaeological resources are encountered during construction, all work in the vicinity would stop until a qualified archaeologist visits the site of discovery, assesses the significance of the archaeological resource, and implements appropriate measures to protect the find (see **CUL-1**). In the event of the accidental discovery or recognition of any human remains, the project would comply with Health and Safety Code Section 7050.5, Section 15064.5(e) of the CEQA Guidelines, and PRC Section 5097.98 (see **CUL-2**). With implementation of these avoidance and minimization measures, project construction would not disturb any human remains.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts on cultural resources:

CUL-1 In the event of unanticipated archaeological discoveries, all construction personnel will be informed of the need to stop ground disturbing work within 60 feet of the find until a qualified archaeologist has been retained to assess the nature and significance of the find and implement appropriate measures to protect or

scientifically remove the find. Construction personnel will also be informed that unauthorized collection of cultural resources is prohibited. In the absence of a determination, all archaeological resources will be considered significant. If the resource is determined to be significant, the archaeologist will prepare a research design and recovery plan for the resource(s). If the resource is prehistoric in nature, local Native Americans will be consulted immediately.

CUL-2 If human remains are discovered during construction or any earth-moving activities, the County Coroner must be notified of the find immediately. In addition, all construction personnel will be informed of the need to stop ground disturbing work within 60 feet of the find. No further disturbance will occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the human remains are determined to be prehistoric, the Coroner must notify the NAHC, which will determine and notify a Most Likely Descendent (MLD). The designated MLD may make recommendations to the SGVCOG for means of treating of, with appropriate dignity, the human remains and any associated grave goods.

3.6 Energy

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

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

Less than Significant Impact. The energy needs for the project area are served by the Southern California Gas Company (gas) and SCE (electricity). During construction, the project would require energy for haul trips, equipment use, and worker commute trips. Equipment and vehicles would primarily be powered by diesel fuel and would likely require minimal electricity. The fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. BMPs to reduce air quality and greenhouse gas (GHG) emissions would be implemented during the construction period, which would contribute to reductions in energy consumption (see Sections 3.3 and 3.8).

Once operational, energy would be required for Golf Course lighting and on-site buildings. The energy requirements for the project would be similar to the energy usage for the existing Golf Course. In addition, the proposed maintenance facility would conform to the California Building Standards Code and Los Angeles Green Building Code to meet energy efficiency requirements.

Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

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

Less than Significant Impact. Applicable plans related to renewable energy or energy efficiency include the following:

- California Long-Term Energy Efficiency Strategic Plan: Provides a roadmap for achieving maximum energy savings across all major sectors in California and identifies strategies for achieving goals for energy efficiency (California Public Utilities Commission, 2018)
- Los Angeles Countywide Sustainability Plan, entitled OurCounty: Includes goals and

actions for achieving a zero-emission energy system and sustainable production and consumption or resources (County of Los Angeles, 2019)

- Diamond Bar General Plan 2040: Includes goals and policies to consider energy efficiency when planning and designing public facilities and parks and constructing buildings (City of Diamond Bar, 2019b)
- The Diamond Bar Climate Action Plan 2040: Includes goals and policies to promote energy efficiency (City of Diamond Bar, 2019a)

As discussed under in 3.6 (a) above, the fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. In addition, the project includes various air quality and GHG BMPs that would reduce energy consumption associated with the use of construction equipment. The proposed maintenance facility would conform to the California Building Standards Code and Los Angeles Green Building Code to meet energy efficiency requirements. Once operational, the energy requirements for the project would be similar to existing energy usage. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on energy and avoidance, minimization, and/or mitigation is not required.

3.7 Geology and Soils

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

A Cultural and Paleontological Resources report was completed for this project in February 2020 (Duke CRM, 2020). The results of this study are included in the discussion section below.

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

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

No Impact. The project area is not within an earthquake fault zone. The nearest Alquist-Priolo Fault Zone is the La Habra fault located approximately five miles south of the project area (California Department of Conservation, 2019). Therefore, the project would not cause potential substantial adverse effects involving rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

Less than Significant Impact. The project is in an area that is susceptible to seismic ground shaking (California Department of Conservation, 2016). The project would not introduce any structures for habitation and any structures would be constructed to meet all applicable seismic design standards in the California Building Code and the County of Los Angeles Building Code. Therefore, the project would not cause substantial adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction occurs when a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually earthquake shaking or other sudden change in stress condition, causing it to behave like a liquid. Other types of ground failure resulting from seismic activities include collapsible soils, subsidence (the gradual caving in or sinking of an area of land), landslides, and lateral spreading (landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement).

A large portion of the project area is within a liquefaction zone (California Department of Conservation, 2019). The project would not introduce any structures for habitation and all proposed structures would be designed and constructed to meet all applicable seismic design standards in the California Building Code and the County of Los Angeles Building Code. Therefore, the project would not cause substantial adverse effects from seismic-related ground failure.

iv. Landslides?

Less than Significant Impact. Landslides are the sliding down of a mass of earth or rock from a mountain or cliff. A small portion of the western part of the Golf Course is within a landslide zone (California Department of Conservation, 2019). The topography of the project area is relatively flat; therefore, there is low potential for the risk of landslides. Therefore, the project would not cause substantial adverse effects from landslides.

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

Less than Significant Impact. Erosion is the movement of rocks and soil from the Earth's surface by wind, rain, or running water. Several factors influence erosion, such as the size of

soil particles (larger particles are more prone to erosion) and vegetation cover.

Construction of the project would require earthwork activities and tree removal that could result in erosion or the loss of topsoil. The project would disturb more than one acre of soil and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP). The CGP requires implementation of a SWPPP during the construction phase, which would include BMPs to control erosion and siltation (e.g., silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes). With implementation of BMPs, the project would not result in substantial soil erosion or the loss of topsoil.

Once operational, the project would be surfaced with fairway grass, trees, landscaping, and pavement for concrete cart paths. These surfaces would stabilize soils and prevent erosion in the project area. Therefore, operation of the project would not result in substantial erosion or the loss of topsoil.

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

Less than Significant Impact. As discussed in Response 3.7 (a) above, the project area is within a liquefaction zone and a landslide zone (California Department of Conservation, 2019). The project would not introduce any structures for habitation and any structures would be constructed to meet all applicable seismic design standards in the California Building Code and the County of Los Angeles Building Code. Therefore, the project would not create substantial risks due to unstable soils.

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

Less than Significant Impact. An expansive soil is a soil that is prone to large volume changes (swelling and shrinking) that are directly related to changes in water content — with higher moisture levels, the soils will swell, and with lower moisture levels, the soils will shrink. According to Table 18-1-B of the California Building Code, special foundation design is required if the Expansion Index (which predicts the swelling potential of compacted soils) is higher than 20.

According to the U.S. Department of Agriculture Web Soil Survey, the project area is underlain by the following soil units (United States Department of Agriculture, 2019)**:**

- *Urban Land-Sorrento-Arbolado Complex, 2 to 9 Percent Slopes:* composed of clay loam (zero to 35 inches) and clay (35 to 59 inches).
- *Zaca-Apollo, Warm Complex, 20 to 55 Percent Slopes:* composed of clay (zero to 53 inches) and bedrock (53 to 63 inches)
- *Counterfeit-Urban Land Complex, 10 to 35 Percent Slopes, terraced:* composed of clay loam (zero to five inches and 37 to 57 inches), clay (five to 37 inches), and sandy loam (57 to 79 inches)

Some high clay soils, such as the Zaca series, have a high shrink-swell potential that is consistent with expansive soils (U.S. Department of Agriculture, 2017). The project would be designed and constructed to meet all applicable seismic design standards in the California Building Code and the County of Los Angeles Building Code, which include requirements for construction on expansive soils. In addition, the project would not include the construction of new structures for habitation. Therefore, the project would not create substantial direct or indirect risks to life or property.

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

No Impact. The project is in a developed area that is supported by waste and wastewater disposal systems. The project would not involve changes to the existing sewer system, and it would not require the installation of any new septic tanks or alternative waste water disposal systems.

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

Less than Significant with Mitigation. On January 27, 2020, the Natural History Museum of Los Angeles County performed a paleontological records search to locate fossil localities within the project area and its vicinity. The paleontological records search produced no fossil localities within the project area; however, eleven fossil localities are within five miles in similar deposits to those underlying the project area.

The project area is underlain with young alluvial fan deposits (*Qyf_3*) and Puente Formation (*Tplv*), which have documented history of producing fossil remains. The upper, young alluvial fan deposits (*Qyf_3*) are too young to contain fossil remains, but transition with depth into older deposits of high paleontological sensitivity and are assigned a high sensitivity at approximately five feet below the surface. Puente Formation deposits (*Tplv*) are assigned a high sensitivity at the surface.

A review of as-builts for the existing Golf Course indicated initial and finished grade but did not indicate the depth of grading that the Golf Course underwent to achieve the current topography. Although no geotechnical reports or boring logs for the project were available for review, it was indicated that the geotechnical borings were unable to discriminate between fill and native sediment. The high sensitivity of the geologic formations in the project area indicate that the project has a high potential to impact paleontological resources.

Upon final project design and prior to the beginning of construction, a qualified paleontologist would review the final project plans and all geotechnical reports (**GEO-1**), including boring logs, to determine whether construction activities would affect native sediments containing sensitive paleontological resources. It is likely that any native sediment would be highly sensitive for paleontological resources because all young alluvial fan deposits were potentially removed during Golf Course construction. The qualified paleontologist would provide his/her findings in writing and provide recommendations for paleontological monitoring during construction, if necessary. If construction activities would not disturb native sediments, no

further mitigation would be required. However, if construction activities would occur in native sediments identified as being sensitive for paleontological resources, the qualified paleontologist would prepare a Paleontological Resources Impact Mitigation Plan (PMP) consistent with the guidelines of the Society of Vertebrate Paleontology (**MM-GEO-1**) (Society of Vertebrate Paleontology, 2016). The PMP would include paleontological resource monitoring. If potentially significant paleontological resources are discovered during ground-disturbing activities, construction activities would stop within 60 feet of the discovery until the paleontological monitors can remove the fossils and retrieve associated data (**MM-GEO-2**). With mitigation, project construction would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Project operation would not involve any ground-disturbing activities. Therefore, there would be no potential to destroy paleontological resources or geologic features. No operational impacts on paleontological resources or geologic features would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following measure would be implemented to avoid and minimize impacts on paleontological resources:

GEO-1 Upon final project design and prior to the beginning of construction, a qualified paleontologist will review the final project plans and all geotechnical reports.

The following measures would be implemented to reduce impacts on paleontological resources to less than significant:

MM-GEO-1 In the event that construction activities occur in native sediments identified as being sensitive for paleontological resources, a qualified paleontologist will prepare a PMP consistent with the guidelines of the Society of Vertebrate Paleontology. The PMP will include paleontological resource monitoring to inspect exposed rock units during active excavations within geologically sensitive sediments.

MM-GEO-2 The paleontological monitors will have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. If potentially significant paleontological resources are discovered during ground-disturbing activities, the contractor will stop all work within 60 feet of the discovery until the paleontological monitors can remove the fossils and retrieve associated data.

If fossils are collected, they will be transported to a paleontological laboratory for processing where they will be prepared to the point of identification, identified by qualified experts, and listed in a database to facilitate analysis. Significant specimens will be deposited in a designated paleontological curation facility, such as the Natural History Museum of Los Angeles County.

3.8 Greenhouse Gas Emissions

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

State CEQA Guidelines Section 15064.4 instructs lead agencies to make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project.

An Air Quality and Greenhouse Gas Impact Assessment was completed for this project in January 2020 (AMBIENT Air Quality & Noise Consulting, 2020a). The results of this study are included in the discussion section below.

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

Less than Significant Impact. Annual construction-generated GHG emissions for the project are summarized in Table 3-7. The highest annual emissions of GHGs associated with project construction would total approximately 1,670.2 $MTCO_2e$. In total, construction activities would generate approximately 2,725.6 $MTCO_2e$. Approximately 86 percent of construction-generated emissions would be associated with offsite motor vehicle trips, including worker and haul truck trips. The remaining (approximately 14 percent) would be associated with operating off-road equipment. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative.

Table 3-7. Annual Construction-Generated Emissions

Year	Total GHG Emissions ($MTCO_2e$)
Construction Year 1	1,670.2
Construction Year 2	1,055.4
Total:	2,725.6
Highest Annual Emissions:	1,670.2
Significance Threshold:	3,000
Exceeds Significance Threshold?	No

$MTCO_2e$ = metric tons of carbon dioxide equivalent
Based on CalEEMod computer modeling. Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Assessment for modeling results and assumptions.

Construction is anticipated to occur over approximately 17 months; however, if all construction-related emissions were to occur during a single year, construction emissions would not exceed the significance threshold of 3,000 $MTCO_2e$ per year, as recommended by the SCAQMD's *GHG Significance Threshold Working Group* (South Coast Air Quality Management District, 2008). Diesel-exhaust emissions from off-road equipment are a major source of Black Carbon emissions, which is considered a short-lived climate pollutant. With implementation of **MM-AQ-14**, which would require off-road equipment to meet Tier 4 emission standards, emissions of diesel-exhaust particulate matter would be reduced by up to 85 percent. Given that total GHG emissions would not exceed the significance threshold and that implementation of **MM-AQ-14** would significantly reduce emissions of Black Carbon, the project would not generate greenhouse gas emissions that may have a significant effect on the environment.

The project would not result in the relocation of major on-site emission sources or long-term changes in vehicle trip generation or traffic distribution along area roadways. Therefore, project operation would not generate GHG emissions that may have a significant impact on the environment.

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

Less than Significant Impact. Applicable plans, policies, and regulations adopted for the reduction of GHGs include the following:

- Assembly Bill (AB) 32 requires that Statewide GHG emissions be reduced to 1990 levels by the year 2020. In addition, AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the State achieves reductions in GHG emissions necessary to meet the cap.
- Senate Bill 32 extends California's GHG emission-reduction goals from year 2020 to year 2030 and sets a new emission-reduction target of 40 percent below 1990 levels by 2030.
- The 2017 Climate Change Scoping Plan was adopted by CARB and includes the State's plan to achieve GHG reductions in California required by AB 32.
- The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range transportation plan that provides a vision for regional transportation investments over a period of 20 years or more. The 2016-2040 RTP/SCS is projected to reduce GHG emissions per capita by 8 percent in 2020, 18 percent in 2035, and 21 percent in 2040. These emissions reductions would meet or exceed the region's GHG targets set by CARB.
- The Diamond Bar Climate Action Plan 2040 was adopted in December 2019 to reinforce the City's commitment to reducing GHG emissions and demonstrate how the City will comply with the State of California's GHG emission reduction standards (City of Diamond Bar, 2019a).

As discussed in response 3.8 (a) above, GHG emissions generated during project construction would not exceed the significance threshold of 3,000 $MTCO_2e$ per year, as recommended by the SCAQMD's *GHG Significance Threshold Working Group* (South Coast Air Quality Management District, 2008). Construction-related GHG emissions would be short-term and temporary. Implementation of **MM-AQ-14** would reduce emissions of Black Carbon, which is considered a short-lived climate pollutant. Therefore, the project would not conflict with an applicable plan, policy, or regulation for reducing GHG emissions.

The project would not result in the relocation of major on-site emission sources or long-term changes in vehicle trip generation or traffic distribution along area roadways. Therefore, project operation would not conflict with an applicable plan, policy, or regulation for reducing GHG emissions.

Avoidance, Minimization, and/or Mitigation Measures

MM-AQ-14, as described in Section 3.3, would be implemented to reduce impacts related to GHG emissions.

3.9 Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment (ESA) was prepared for the project to identify potential hazards that could be present in the project area or result from implementation of the project (Kroner Environmental Services, Inc., 2019a). The following discussion includes information provided in that report.

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

Less than Significant Impact. A hazardous material is any substance or material that could adversely affect the safety of the public, handlers, or transportation carriers. Project construction would require the use of construction materials that could be hazardous, such as paints, sealants, and cement. The project may require the use of hazardous materials during operation, such as pesticides and fertilizers for the fairway grass and petroleum-based products for maintenance equipment.

The Phase I ESA identified the following nine recognized environmental conditions (REC) in the project area (Kroner Environmental Services, Inc., 2019a):

- General application of pesticides and herbicides for landscape maintenance on the Golf Course, which may be flushed and concentrated in drainage swales and low-lying areas by irrigation and rainfall runoff.
- Potential for concentrated chemicals due to application of pesticides in specific areas (e.g., clubhouse complex and other miscellaneous structures) to prevent termite damage and to prevent pests from entering buildings.
- Potential for aerially deposited lead (ADL) in areas bordering SR-57/SR-60 (e.g., holes 1-3, 7-9, and 11-14) and in sediment washed into the Grand Avenue underpass and accumulated within the lake.
- Potential for ACM and lead based paint (LBP) in structures to be disturbed during renovation.
- Potential for polychlorinated biphenyls (PCB) to be present in the pad-mounted transformer at the clubhouse and in nearby shallow soils.
- Potential for chemical spills to have occurred at the maintenance facility, which may have affected soil and groundwater.
- Potential for total petroleum hydrocarbon (TPH) diesel to be present in the vicinity of the 11th green due to a fuel spill from a multi-vehicle crash on SR-57/SR-60 in 2014.
- Potential for TPH and VOCs associated with a former 500-gallon underground storage tank (UST) adjacent to the Pro Shop (purportedly removed after a permit was issued in 1991).
- Potential for leached chemicals in the soils surrounding the tall treated wood poles used to support perimeter netting. Wood preservatives include a variety of potentially toxic chemicals such as creosote and arsenic-containing compounds.

Based on the identified RECs, a geophysical survey to confirm the removal or presence of the UST; ACM and LBP surveys; and soil, soil vapor, sediment, surface water, and groundwater sampling in targeted areas would be completed (see **HAZ-1** through **HAZ-9** below). RECs would be addressed prior to project construction in accordance with **HAZ-1** through **HAZ-9**, which would reduce hazards to the public and the environment.

The use of hazardous materials during construction and operation of the project would be relatively minor. Standard BMPs would be implemented to prevent the release of hazardous materials into the environment, in compliance with applicable federal, state, and local laws pertaining to the safe handling, transport, and disposal of hazardous materials. The project would comply with applicable regulations, including the Federal Resource Conservation and Recovery Act (RCRA), which includes requirements for hazardous solid waste management; the Department of Toxic Substances Control Environmental Health Standards for the Management of Hazardous Waste (CCR Title 22, Division 4.5), which include standards for generators and transporters of hazardous waste; and the provisions of the Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division, which include requirements for the use and storage of hazardous materials.

Through complying with all applicable regulations and following the Phase I ESA measures, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

Less than Significant Impact. As discussed in Response 3.9 (a) above, construction and operation of the project may result in the release of pesticides, fertilizers, petroleum-based products, and other potentially hazardous construction materials. However, the use of these materials would be relatively minor and subject to appropriate handling and containment. Standard BMPs would be implemented in compliance with applicable regulations. Project construction may also expose contaminants that are present in existing structures, soils, and drainages. RECs would be addressed prior to project construction in accordance with **HAZ-1** through **HAZ-9**, which would reduce hazards to the public and the environment. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

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

Less than Significant Impact. The Mt. Calvary Lutheran School is approximately 0.2 mile east of the project area. As discussed in Response 3.9 (a) above, the use of hazardous materials (e.g., pesticides, fertilizers, and petroleum-based products) would be relatively minor and would be subject to appropriate handling and containment. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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

Less than Significant Impact. Based on a review of the GeoTracker database, the Diamond Bar Country Club is listed as a Leaking Underground Storage Tank (LUST) Cleanup Site

(State Water Resources Control Board, 2015). However, the cleanup status is complete, and the case was closed as of 1996. The Phase I ESA identified a former LUST case at the Mobil Service Station at 22628 Golden Springs Drive, approximately 1,100 feet from the project area (Kroner Environmental Services, Inc., 2019a). The LUST case was closed by the Regional Water Quality Control Board (RWQCB) following remediation. No groundwater impacts were identified at the downgradient monitoring well and no additional sampling was recommended for the site. The nearest active LUST cleanup site is approximately 0.5 mile northeast of the project area. There are no other hazardous materials sites pursuant to Government Code Section 65962.5 within the project area. Therefore, the project would not create a significant hazard to the public or the environment.

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

No Impact. The nearest public airport is the Brackett Field Airport, approximately 5 miles northeast of the project area in the City of La Verne. The project area is not within an airport land use plan or within two miles of a public airport or public use airport.

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

No Impact. The Los Angeles County Department of Public Works identifies SR-57 and SR-60 as freeway disaster routes and identifies Golden Springs Drive and Grand Avenue as disaster routes in the City of Diamond Bar (Los Angeles Department of Public Works, 2007). All project improvements would be contained within the existing Golf Course property. Project construction and operation would not require any road closures or detour routes and would not affect access to properties. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

Less than Significant Impact. As indicated in the Diamond Bar General Plan 2040, the City is at risk from wildland fires due to its setting amidst vegetated open space areas to the south and east and the presence of open space areas interspersed among urban development (City of Diamond Bar, 2019b). The project area is immediately adjacent to transportation infrastructure and residences, but there are also heavily vegetated undeveloped and recreational land uses in proximity to the project area that could be susceptible to wildfires.

According to the Very High Fire Hazard Severity Zone (VHFHSZ) map produced by the California department of Forestry and Fire Protection (CalFire), the project area is designated as a Non-VHFHSZ (California Department of Forestry and Fire Protection, 2011). In addition, the project would involve the renovation of an existing Golf Course and would not introduce structures for habitation. Proposed structures, including the maintenance facility, would be constructed and maintained according to the California Fire Code (CCR Title 24, Part 9).

Therefore, the project would have a low potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts related to hazards and hazardous materials:

HAZ-1 Sampling and analysis of shallow soil, surface water, and sediment will be conducted in target areas to test for pesticides and herbicides. Target areas will include soils adjacent to structures, as well as soils in drainage swales and in low-lying areas by irrigation and rainfall runoff (i.e., the lake, Grand Avenue cart underpass, drainage courses, and closed depressions).

HAZ-2 Sampling and analysis of shallow soil, surface water, and sediment will be conducted in target areas to test for ADL. These areas will include areas adjacent to the SR-57/SR-60 corridor (i.e., portions of holes 1-3, 7-9, 11-14) and sediments that have washed into the Grand Avenue underpass and accumulated within the lake.

HAZ-3 Surveys and testing of structures to be disturbed during renovation will be conducted to test for ACM and LBP.

HAZ-4 Sampling and analysis of shallow soil will be conducted to test for PCBs around the pad-mounted transformer at the clubhouse. In addition, any electrical equipment suspected of containing PCBs will be tested prior to disturbing any such equipment.

HAZ-5 Soil, soil gas, and groundwater sampling will be conducted at the existing maintenance facility to test for fuels and other chemicals used for Golf Course maintenance.

HAZ-6 Shallow soil sampling and analysis for TPH diesel will be conducted in the vicinity of the 11th green.

HAZ-7 A geophysical survey will be conducted in the area of the UST adjacent to the Pro Shop, as well as soil sampling and analysis for TPH and VOCs in the area.

HAZ-8 Shallow soil sampling will be conducted around the bases of treated wood supports if they are to be removed.

HAZ-9 A Site Investigation Work Plan will be prepared for the project. Results of the sampling will indicate the level of remediation efforts that may be required, if necessary.

3.10 Hydrology and Water Quality

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

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

Less Than Significant with Mitigation. Water quality standards are provisions approved by the U.S. EPA that describe the desired condition of a water body. These standards define the designated uses of the water body (e.g., recreation, public drinking water supply), and establish criteria to protect designated uses (e.g., maximum pollutant concentration levels

permitted in a water body), antidegradation requirements to protect existing uses and high quality waters, and general policies to address implementation issues (U.S. Environmental Protection Agency, 2018).

Waste discharge requirements are issued by the State Water Resources Control Board (SWRCB) to regulate point source discharges that are exempt from Title 27, Section 20090 of the CCR and are not subject to the CWA. A point source discharge is defined by the U.S. EPA as any single identifiable source of pollution from which pollutants are discharged, such as a pipe or ditch. Exempted point source discharges include the following:

- Discharges of domestic sewage or treated effluent
- Discharges of wastewater to land (e.g., from evaporation or percolation ponds)
- Discharges of waste to wells by injection
- Cleanup of unintentional or unauthorized releases of waste or pollutants to the environment
- Discharges of gas condensate units
- Use of nonhazardous decomposable waste as a soil amendment
- Discharges of drilling mud and cuttings from well-drilling operations
- Recycling or reuse of materials salvaged from waste or produced by waste treatment
- Waste treatment in fully enclosed facilities, such as tanks

Construction of the project could degrade water quality of downstream surface waters or ground water through the use of chemicals, such as pesticides, fertilizers, and diesel fuel, as well as earthwork activities resulting in sedimentation. The project area is within the County of Los Angeles and is regulated by the Los Angeles RWQCB. The project would comply with the provisions of the NPDES Construction General Permit and Municipal Separate Storm Sewer System (MS4) Permit for the County of Los Angeles, which requires the implementation of construction site BMPs to control water quality pollutants. A Notice of Intent (NOI) for stormwater discharges associated with construction activities may also be required under the NPDES General Permit. Because the area of proposed construction activities exceeds one acre, a SWPPP would be implemented during the construction phase, which would include BMPs to control erosion and siltation (**WQ-1**).

Stormwater BMPs would follow the latest California Stormwater Quality Association's Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2003). The project would incorporate drainage designs that direct stormwater runoff or irrigation runoff away from structures or the top of the slopes and into existing drainages or catch basins. Stormwater would not be allowed to discharge over the top of a cut or fill slope. All entrances and exits to the construction site would be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site would be removed within a reasonable time.

As discussed in Response 3.4 (c), the project would impact portions of Diamond Bar Creek and one concrete-lined channel within the project area. The project would result in the permanent loss of approximately 0.75 acres of waters of the State, including 0.38 acres of waters of the United States, of which 0.18 acres are wetlands. It is anticipated that resource agency permits would be required from USACE, RWQCB, and the CDFW under Sections 404 and 401 of the federal CWA and Section 1600 of the State Fish and Game Code, respectively (**MM-BIO-1**). Prior to construction within jurisdictional waters, an HMMP would be prepared and approved by USACE, RWQCB, and CDFW (**MM-BIO-2**). The HMMP would include habitat replacement, maintenance, and monitoring requirements, as well as establishment success criteria. With implementation of **MM-BIO-1** and **MM-BIO-2**, impacts on water quality would be less than significant.

Project operation would require the use of chemicals, such as pesticides, fertilizers, and diesel fuel for landscape maintenance, which could degrade water quality. Any wastewater generated from maintenance activities would be discharged in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and RCRA. A long-term water quality management plan would be implemented for the Golf Course, as required under the RWQCB 401 permit. The project may also include minor onsite stormwater treatment BMPs (e.g., Morris Filters). Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

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

Less than Significant Impact. The project area is in the San Gabriel Valley Groundwater Basin (Basin), which spans approximately 255 square miles (163,200 acres) in eastern Los Angeles County. Precipitation in the Basin ranges from 15 to 31 inches and averages around 19 inches. Percolation from precipitation is one of the primary contributors to recharge of the Basin. Recharge also comes from runoff from the mountains, imported water flowing from the San Gabriel River to the adjacent groundwater basin, and treated sewage effluent (California Department of Water Resources, 2004). The Basin is not critically overdrafted (i.e., the average annual amount of groundwater extraction exceeds the long-term average annual supply of water to the basin) (California Department of Water Resources, 2019).

There is one Department of Water Resources groundwater supply well that is within the Golf Course, approximately 130 feet north of the lake and just south of the proposed Hole 2 green and bunker. Project construction would avoid the well, which is no longer in use because the Golf Course is supplied with recycled water. There are eight remediation/groundwater monitoring wells in the vicinity of the Golden Springs Drive and Grand Avenue intersection (ranging from approximately 25 to 250 feet southeast of the Golf Course), which would also be avoided by construction activities. (California State Water Resources Control Board, 2019)

According to the Phase I Initial Site Assessment prepared for the SR-57/SR-60 Confluence at Grand Avenue and Grand Avenue/Golden Springs Intersection Improvement projects, depth to groundwater was historically encountered at depths as shallow as 5 feet bgs in the vicinity

of the project site (Kroner Environmental Services, Inc., 2019b). However, more recent boring indicates that groundwater is anticipated to be encountered at depths greater than 30 bgs. During construction, the project would require excavation to a maximum depth of 8 feet, including excavation depths of 6 inches to remove concrete gutters, 3 feet to install low-flow drainage pipes, and 2 feet to remove concrete surface drains. Based on recently recorded groundwater levels, it is not anticipated that groundwater would be encountered during ground-disturbing activities. If groundwater is encountered, the contractor would develop a dewatering plan for intermittent management of seepage, and a Dewatering Permit with the Los Angeles RWQCB would also be required.

As a result of the freeway widening proposed under the SR-57/SR-60 Confluence at Grand Avenue Project, the Golf Course would be reduced in size from 171.3 acres to 161.9 acres (9.4 acres). The existing impervious surface area of the Golf Course is approximately 5.4 acres. Following project improvements, the impervious surface area on the Golf Course would be 6.4 acres, for a total net increase in impervious surface area of approximately 1.0 acre.

The net impervious surface area that the project would add (1.0 acre) represents 0.6 percent of the proposed 161.9-acre Golf Course and less than .001 percent of the 163,200-acre Basin. Therefore, the reduction of area for surface recharge would be relatively minor when compared to the area of the Basin. Because the Basin is not critically overdrafted and given the average precipitation (19 inches) in the Basin, the increase in impervious surface area is not anticipated to substantially reduce groundwater levels. The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Basin.

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

i. result in substantial erosion or siltation on- or off-site;

Less than Significant with Mitigation. Construction of the project would require earthwork activities that could result in erosion or siltation on-site and degrade water quality of downstream waterways. Construction activities would result in a disturbed soil area of approximately 52.2 acres. Excavation would be required for removing concrete gutters and surface drains and installing low-flow drainage pipes. The existing gutters and surface drains would be covered with soil and grass. The project would not require modifications to the man-made lake on the Golf Course between existing Holes 2 and 9.

As discussed in Response 3.4 (c), the project would include undergrounding of one segment of Diamond Bar Creek along Hole 8, widening of Diamond Bar Creek within the practice range area located west of Hole 1, and relocation of one box culvert associated with maintenance facility improvements. These improvements would result in the permanent loss of approximately 0.75 acres of waters of the State, including 0.38 acres of waters of the United States, of which 0.18 acres are wetlands. It is anticipated that resource agency permits would be required from USACE, RWQCB, and the CDFW under Sections 404 and 401 of the federal CWA and Section 1600 of the State Fish and Game Code, respectively (**MM-BIO-1**). Prior to construction within jurisdictional waters, an HMMP would be prepared and approved by

USACE, RWQCB, and CDFW (**MM-BIO-2**). The HMMP would include habitat replacement, maintenance, and monitoring requirements, as well as establishment success criteria. With implementation of **MM-BIO-1** and **MM-BIO-2**, impacts on water quality would be less than significant.

Because the project would disturb more than one acre of land, the project would be required to obtain a General Permit for stormwater discharges from construction activities. As discussed in Response 3.7 (b) above, the General Permit requires implementation of a SWPPP during the construction phase, which would include BMPs to control erosion and siltation (e.g., silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes). With implementation of BMPs, the project would not result in substantial soil erosion or the loss of topsoil.

Once operational, the project would be surfaced with fairway grass, trees, landscaping, and pavement for concrete cart paths. These surfaces would stabilize soils and prevent erosion in the project area. Therefore, operation of the project would not result in substantial erosion or the loss of topsoil.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than Significant Impact. The existing storm drain system consists of open earth and concrete-lined swales, underground plastic and concrete pipes, and large storm drain drains. The existing flow pattern flows from south to north and exits the Golf Course under SR-57/SR-60 through a series of Los Angeles County and Caltrans-owned large storm drains.

There are three existing drainage outlets in the Golf Course, which include the following:

- Outlet 1: A 6-foot-wide by 4-foot-high double Reinforced Concrete Box (RCB) in the northern portion of the Golf Course
- Outlet 2: A 6-foot-wide by 6-foot-high triple RCB in the upper half of the southern portion of the Golf Course
- Outlet 3: A 12-foot-wide by 4-foot-high concrete-lined channel at the southern end of the Golf Course.

In addition to the three outlets, there is an existing golf cart underpass beneath Grand Avenue that sits above a storm drain. The golf cart tunnel, which is a 12-foot-wide by 12-foot-high single RCB, acts as additional overflow capacity if flow exceeds the storm drain capacity (7-foot-wide by 7-foot-high RCB).

The separate Grand Avenue/Golden Springs Intersection Improvement Project would involve modifications to the existing on-site drainage in the Golf Course, which would result from relocation of the existing golf cart tunnel that runs beneath Grand Avenue and removal of concrete drainage ditches that would be replaced with low-flow drainage pipes. Based on the Drainage Analysis prepared for the Golf Course, peak flow rates and ponding may increase at the outlets depending on the design option (the design options include variations in the size of the reinforced concrete pipe that would be placed under the golf cart tunnel). However, any

increases in peak flow rate are not anticipated to have a negative effect on hydrologic conditions in the Golf Course or downstream in Diamond Bar Creek. (CWE, 2019)

Impervious surfaces over the Golf Course would increase by approximately 1.0 acre (1.0 percent), from approximately 5.4 acres (3 percent of the existing 171.3-acre Golf Course) to 6.4 acres (4 percent of the proposed 161.9-acre Golf Course). Therefore, the rate and amount of surface runoff from the Golf Course is expected to marginally increase. The project area would be graded to divert water away from structures and from the tops of slopes into drainages and to prevent flooding onsite or offsite. Construction BMPs would also be included in the SWPPP that would minimize the potential for flooding. Once operational, the proposed stormwater drainage systems would be able to accommodate any marginal increases in surface runoff from the Golf Course. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than Significant Impact. As discussed in Response 3.10 (c) (ii) above, the project would result in a minor increase in impervious surface area on the Golf Course, which may marginally increase the rate and amount of surface runoff from the Golf Course. The existing storm drain systems have sufficient capacity to accommodate any increases in surface runoff. Any non-stormwater discharge would be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the further contamination of site soils and groundwater. The project would include construction BMPs identified in the MS4 permit and SWPPP, including erosion control, sediment control, and waste management BMPs.

Based on the Drainage Analysis prepared for the Golf Course, the proposed system is anticipated to have sufficient capacity for peak flows for the Capital Flood event (i.e., runoff produced by a 50-year frequency design storm) during project operation (CWE, 2019). As discussed in Response 3.10 (c) (ii) above, the proposed stormwater drainage systems would be designed to accommodate stormwater runoff from the Golf Course. A long-term water quality management plan would be implemented for the Golf Course, as required under the RWQCB 401 permit. The project may also include minor onsite stormwater treatment BMPs (e.g., Morris Filters). Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv. impede or redirect flood flows?

The project area is included on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 06037C1725F, and is within Zone X, which are areas determined to be outside the 0.2 percent annual chance floodplain (Federal Emergency Management Agency, 2008). Therefore, the project would not impede or redirect flood flows.

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

No Impact. As discussed in Response 3.10 (c) (iv) above, the project area is included on the FEMA FIRM Number 06037C1725F, and is within Zone X, which are areas determined to be outside the 0.2 percent annual chance floodplain (Federal Emergency Management Agency, 2008). Therefore, the project is not in a flood hazard zone. A seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water. A tsunami is a long, high ocean wave caused by an earthquake, submarine landslide, or other disturbance. The project area is not in proximity to a large-bodied lake or ocean and is therefore not susceptible to seiche or tsunami. Therefore, the project would not risk release of pollutants due to project inundation.

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

Less than Significant Impact. The project area is under the jurisdiction of the Los Angeles RWQCB. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), which contains the region's water quality regulations and programs for implementing these regulations, was adopted on September 11, 2014 (Los Angeles Regional Water Quality Control Board, 2014).

As discussed in Response 3.10 (b) above, project construction would avoid the groundwater supply well within the Golf Course, which is no longer in use because the Golf Course is supplied with recycled water. The project would also avoid the eight remediation/groundwater monitoring wells in the vicinity of the Golden Springs Drive and Grand Avenue intersection. (California State Water Resources Control Board, 2019)

Construction activities would be subject to the provisions of the CWA and Porter-Cologne Act; NPDES permitting requirements; and other federal, state, and local requirements to ensure that stormwater pollutants resulting from construction would not substantially degrade water quality. As discussed in Response 3.10 (a) above, the project is subject to the requirements of the NPDES CGP and MS4 Permit. To comply with the General Permit, an NOI for stormwater discharges associated with construction activities and a Report of Waste Discharge must be submitted to the Los Angeles RWQCB. In addition, the project would include construction site BMPs identified in the SWPPP to control erosion and sedimentation. Construction activities would also comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into groundwater.

Operation of the project would be subject to the provisions of the CWA and Porter-Cologne Act; NPDES permitting requirements; and other federal, state, and local requirements to ensure that stormwater pollutants resulting from operation would not substantially degrade water quality. As discussed in Response 3.10 (c) (iii) above, a long-term water quality management plan would be implemented for the Golf Course, as required under the RWQCB 401 permit. The project may include minor onsite stormwater treatment BMPs (e.g., Morris Filters). Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts on water quality:

WQ-1 To comply with the provisions of the NPDES CGP, the project will implement a SWPPP that includes construction site BMPs to control erosion and sedimentation. BMPs include silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes. The SWPPP will also include post-construction stormwater management measures to control pollutants in stormwater discharges during operation of the project. If required, an NOI for stormwater discharges associated with construction activities will be submitted to obtain coverage under the NPDES General Permit.

WQ-2 If groundwater is encountered, the contractor will develop a dewatering plan and obtain a Dewatering Permit with the Los Angeles RWQCB. Should dewatering be required, the project will comply with the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties.

WQ-3 Proposed construction activities will comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into groundwater. In addition, construction activities will be subject to the provisions of the CWA and Porter-Cologne Act; and other federal, state, and local requirements to ensure that stormwater pollutants resulting from construction will not substantially degrade water quality.

WQ-4 Stormwater BMPs will follow the latest California Stormwater Quality Association's Stormwater Best Management Practices Handbook. All entrances and exits to a construction site will be stabilized to reduce transport of sediment off-site. Any sediment or other materials tracked off-site will be removed within a reasonable time.

WQ-5 Any non-stormwater discharge will be controlled and properly disposed of through the sanitary sewer system or transported to an approved processing facility to prevent the contamination of site soils and groundwater.

WQ-6 The handling, storage, and disposal of contaminants will comply with all applicable federal, state, and local requirements.

3.11 Land Use and Planning

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

a. Physically divide an established community?

No Impact. The project would include renovation of the existing Golf Course. Construction activities and equipment staging would be contained within the existing Golf Course and would not result in traffic or access impacts in the neighborhoods adjacent to the project area. Following construction, the Golf Course would operate the same as the existing Golf Course. The project would not include physical features that would restrict access to the communities surrounding the project area. Therefore, the project would not physically divide an established community.

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

No Impact. The project area is zoned OS. The project would involve renovation of the existing Golf Course and would not result in changes to the existing general plan land use designation (GC). The project is consistent with the Diamond Bar General Plan 2040, which includes the following goal:

- LU-G-25: Support continued operation of the Diamond Bar Golf Course by Los Angeles County as a public amenity (City of Diamond Bar, 2019b).

Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on land use and planning and avoidance, minimization, and/or mitigation is not required.

3.12 Mineral Resources

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

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

No Impact. Mineral resources are geological deposits in or on the Earth's crust that may have economic value, and include fuels (e.g., coal, oil, and natural gas), metals (e.g., iron, copper, and aluminum) and non-metals (e.g., salt, gypsum, clay, sand, and phosphates).

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. Areas classified as MRZ-2 include areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral resource potential of land is recognized by local government decision-makers and considered before land-use decisions that could preclude mining are made. The project area is in a highly urbanized area of Los Angeles and is not within an MRZ-2 (California Department of Conservation, 1983).

Oil and gas production occur in Los Angeles County. The California Geologic Energy Management Division oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells. There is one idle oil and gas well approximately 200 feet south of the project area, which never produced and was abandoned in 1912 (California Department of Conservation, 2019). The nearest active oil and gas well is over five miles southwest of the project area.

As discussed above, there are no known mineral resources within the project area. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

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

No Impact. Based on the Conservation and Natural Resources Element of the Los Angeles County General Plan 2035, the project area is not located in or within the vicinity of a known MRZ-2 (Los Angeles County Department of Regional Planning, 2015). Furthermore, no significant mineral resources were identified in the Diamond Bar General Plan 2040 (City of Diamond Bar, 2019b). Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site designated on a local general plan, specific plan, or other land use plan.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on mineral resources and avoidance, minimization, and/or mitigation is not required.

3.13 Noise

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

A Noise & Groundborne Vibration Impact Assessment was completed for this project in January 2020 (AMBIENT Air Quality & Noise Consulting, 2020). The results of this study are included in the discussion section below.

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

Less than Significant with Mitigation. The Diamond Bar General Plan 2040 does not identify noise standards for construction-related activities. The City of Diamond Bar Noise Control Ordinance (Chapter 22.28, Section 22.28.120) establishes maximum noise exposure standards for noise-sensitive structures exposed to noise-generating construction activities, including mobile sources and stationary equipment. The City's noise standards for construction activities are summarized in Table 3-8. In addition to the noise standards noted in Table 3-8, demolition and construction-related activities that result in a noise disturbance (excluding emergency work of public service utilities) at residential or commercial property lines between the hours of 7:00 p.m. and 7:00 a.m. on weekdays or at any time on Sundays or holidays would be considered a violation of the City's noise ordinance.

Noise associated with short-term construction activities typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, and excavation). Noise generated by construction equipment, including earth movers and material handling equipment, can reach high levels. Typical noise levels for construction equipment are summarized in Table 3-9.

Table 3-8. City of Diamond Bar Construction Noise Level Limits

Time Interval	Maximum Allowable Noise Level (dBA)[1]		
	Single-family Residential	Multi-family Residential	Semi-Residential/ Commercial
Mobile Equipment[2]			
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75	80	85
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60	64	70
Stationary Equipment[3]			
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60	65	70
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50	55	60

1. Maximum noise levels are applied at the receiving structure. Maximum noise levels at non-structure locations for nonscheduled, intermittent, short-term operation of mobile equipment are limited to a maximum of 85 dBA daily (all hours), including Sundays and legal holidays.

2. Mobile equipment maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days).

3. Stationary equipment maximum noise levels for repetitively scheduled and relatively long-term operation (period of ten days or more).

dBA = A-weighted decibels

Source: City of Diamond Bar Municipal Code, Chapter 22.28 Noise Control, Section 22.28.120

Table 3-9. Typical Construction Equipment Noise

Type of Equipment	Typical Noise Level at 50 feet (dBA L_{max})
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Pump	82
Concrete Vibrator	76
Dozer	85
Generator	81
Grader	85
Jack Hammer	88
Loader	85

Table 3-9 (cont.). Typical Construction Equipment Noise

Type of Equipment	Typical Noise Level at 50 feet (dBA L_{max})
Paver	89
Roller	74
Saw	76
Truck	88

dBA = A-weighted decibels; L_{max} = maximum sound level
Source: (Federal Highway Administration, 2006)

As depicted in Table 3-9, individual equipment noise levels, in A-weighted decibels (dBA) maximum sound level (L_{max}), typically range from the mid-70s to the upper 80s at 50 feet. Typical operating cycles may involve two minutes of full power, followed by three or four minutes at lower settings. Depending on the activities performed and equipment usage requirements, combined average-hourly noise levels at construction sites can reach levels of up to approximately 83 dBA energy equivalent noise level (L_{eq}) at 50 feet. Assuming a maximum construction noise level of 89 dBA and an average attenuation rate of 6 dBA per doubling of distance from the source, predicted exterior noise levels could reach maximum instantaneous levels of 85 dBA at approximately 76 feet, 80 dBA at 150 feet, and 75 dBA at 265 feet.

The existing noise environment in the project area is dominated by vehicular traffic noise emanating from SR-57/SR-60. Based on noise-measurement surveys previously conducted in the project area for the SR-57/SR-60 Confluence at Grand Avenue Project, ambient noise levels generally range from the upper 50s along the eastern boundary of the project area to the upper 70s (in dBA L_{eq}) along the western boundary of the project area, near SR-57/SR-60 (California Department of Transportation, 2012).

Noise-sensitive land uses in the vicinity of the project area include a variety of land uses, including single-family and multi-family residential, schools, parks, hotels, and places of worship. The nearest noise-sensitive land uses include single-family residential land uses generally located adjacent to and east of the project area along Golden Prados Drive and Golden Springs Drive, as well as outdoor recreational-use areas at Ayres Suites Diamond Bar, which is located adjacent to and south of the project area along Golden Springs Drive. Predicted construction noise levels at these nearest land uses could reach maximum levels of approximately 89 dBA when activities occur within approximately 50 feet of the nearest site boundary. Based on these same assumptions, construction noise levels at the nearest schools and child daycare facilities (La Petite Academy of Diamond Bar, Mt. Calvary Lutheran School, and Lorbeer Middle School located east of the project area along Golden Springs Drive) would be approximately 74 dBA, or less. Predicted exterior noise levels at Sycamore Canyon Park, located east of the project area along Golden Springs Drive, would be approximately 82 dBA.

Construction noise levels could potentially exceed the City's applicable exterior noise standards, particularly if construction activities were to occur near adjacent noise-sensitive land uses and outdoor activity areas during the evening and nighttime (refer to Table 3-8). During the daytime hours, construction-generated noise levels at the nearby land uses would be somewhat masked by existing traffic noise emanating from SR-57/SR-60 and local roadways. However, if construction activities were to occur during the quieter nighttime hours, these activities could result in increased levels of annoyance and potential sleep disruption to occupants of nearby residential dwellings and hotels. If noise-generating construction activities were to occur on Sundays and during the weekday evening hours, these activities could also result in increased levels of annoyance at nearby places of worship. In addition, if construction were to occur during periods when the Golf Course is open, noise-generating construction activities could result in intermittent speech interference and increased levels of annoyance to nearby patrons at on-course (e.g., driving range) and clubhouse locations. Therefore, construction-generated noise could result in a potentially significant short-term noise impact to nearby noise-sensitive land uses without mitigation.

Noise levels generated by construction-related activities would be limited to the daytime hours to minimize potential impacts to nearby noise-sensitive land uses. Construction activities would also be prohibited on Sundays and weekday evening hours to minimize potential nuisance impacts to nearby places of worship (**N-1**). Additional measures, such as the use of mufflers would reduce construction equipment noise levels by approximately 10 dB (**N-2**), and the use of temporary construction barriers would reduce noise levels by approximately 5 dB (**MM-N-1**). In addition, measures, such as on-site idling limitations, would further reduce construction-generated noise levels (**N-3**). With implementation of measures **N-1** through **N-8** and mitigation measure **MM-N-1**, the project would not generate a substantial temporary increase in ambient noise levels in excess of standards established in the City's noise ordinance.

Implementation of the project would not require installation of any permanent stationary noise sources, nor would the project introduce new vehicle traffic on area roadways. Therefore, project operation would not generate a permanent increase in ambient noise levels in the vicinity of the project area. The SR-57/SR-60 Confluence at Grand Avenue Project would include installation of a noise barrier along the eastern half of the Golf Course along the perimeter of SR-57/SR-60 to provide noise attenuation for Golf Course users.

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

Less than Significant Impact. Groundborne vibration spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely result in structural damage.

The City of Diamond Bar does not have specific policies pertaining to vibration levels. However, Caltrans developed recommended criteria for the evaluation of ground-borne vibration levels with regard to potential human annoyance and building structural damage.

The Caltrans-recommended criteria for the evaluation of ground-borne vibration events are presented in terms of peak particle velocity (ppv) in inches per second (in/sec). The Caltrans-recommended threshold at which there may be a risk with regard to architectural damage is based on a ppv of 0.5 in/sec, excluding fragile or historic structures. For the protection of fragile and historic structures, Caltrans recommends a threshold of 0.2 in/sec ppv. This same threshold would represent the level at which vibrations would be potentially annoying to people in buildings. Groundborne vibration levels exceeding 0.5 in/sec ppv at nearby structures would be considered to have a potentially significant impact.

Construction activities associated with the proposed improvements would require the use of various off-road equipment, such as tractors and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for the project. Groundborne vibration levels associated with representative construction equipment are summarized in Table 3-10.

Table 3-10. Representative Vibration Source Levels for Typical Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Large Tractors	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Tractors	0.003

in/sec = inches per second; ppv = peak particle velocity
Source: (California Department of Transportation, 2013)

As noted in Table 3-10, groundborne vibration generated by construction equipment used for the project would reach approximately 0.09 in/sec ppv, or less, at 25 feet. Because groundborne vibration levels diminish with increased distance from the source, predicted vibration levels in excess of 25 feet would be less than the vibration levels approximated in Table 3-10. Predicted groundborne vibration levels at nearby structures would not be projected to exceed 0.5 in/sec ppv. As discussed in Response 3.5 (a), no adverse effects are anticipated on the clubhouse building, which is a historic structure within the project area (GPA Consulting, 2020). No other historic or fragile structures or indoor activities/operations that would be sensitive to groundborne vibration have been identified within approximately 100 feet of the Project site. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels.

Implementation of the project would not require installation of any permanent source of groundborne vibration or noise, nor would the project introduce new vehicle traffic on area roadways. Therefore, project operation would not generate excessive groundborne vibration or groundborne noise levels.

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

No Impact. The project area is not within the vicinity of a private airstrip, an airport land use plan, or two miles of a public airport or public use airport. The nearest airport is the Brackett Field Airport, approximately 5 miles northeast of the project area in the City of La Verne. Therefore, the project area would not be subject to high levels of aircraft noise and the project would not result in a safety hazard for individuals or construction workers on the Golf Course.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts related to noise:

N-1 In accordance with the provisions of the City of Diamond Bar Municipal Code, noise-generating construction activities (excluding activities where public or worker safety would be a concern) will be restricted to between the hours of 7:00 a.m. and 7:00 p.m., on weekdays and Saturdays. Noise-generating construction activities will be prohibited on Sundays and federal holidays.

N-2 Construction equipment will be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation.

N-3 When not in use, the idling of off-road equipment and haul trucks will be prohibited. Signs will be posted in the designated queuing areas and/or job sites to remind drivers and the idling prohibition.

N-4 Staging and queuing areas will be located at the furthest distance possible from nearby residential land uses.

N-5 Truck haul routes will be located along roadways that would minimize potential impacts to nearby sensitive land uses.

N-6 Stationary equipment (e.g., generators and compressors) will be located at the furthest distance possible from nearby residential land uses.

N-7 The construction contractor will post signage at the project area entrance that identifies the name and telephone number of a designated individual(s) to be contacted regarding construction-related noise complaints.

N-8 Written notices will be provided to land uses located within 100 feet of the project area in advance of construction-related activities. The written notices will be provided a minimum of one week in advance of scheduled construction activities. The written notices will include identification of anticipated construction schedules, designated construction haul truck routes, and the name and telephone number of a designated individual(s) to be contacted regarding construction-related noise complaints.

The following measure would be implemented to reduce noise impacts to less than significant:

MM-N-1 Temporary construction barriers will be installed when noise-generating activities occur within 100 feet of noise-sensitive land uses and outdoor activity areas. These areas include, but are not limited to, nearby residential dwellings, Ayres Suites Diamond Bar Hotel, Golf Course driving range, and Golf Course clubhouse. Barriers may consist of loaded vinyl noise curtains, wood, hay bales, or materials of similar density and usage, and constructed to a minimum height of 6 feet above ground level. Barrier heights of 8 feet are recommended.

3.14 Population and Housing

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

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

No Impact. The project area is within the City of Diamond Bar, which is an urbanized area that is predominately developed. The project would involve renovation of an existing Golf Course. Construction workers would likely be hired from the local area and commute to the job site on a daily basis, rather than relocate from more distant areas. Construction workers would be present for a temporary period of time and are not expected to contribute to unplanned population growth in the project area.

All improvements would be contained within the existing Golf Course property and would not result in the construction of new homes or businesses or the extension of roads or infrastructure to undeveloped areas. The project would not remove an impediment to growth because the project would not provide new public services, provide new access, or change existing zoning. In addition, the project would not spur economic growth because the project would not create new permanent jobs or change revenue sources in the City of Diamond Bar. Therefore, the project would not directly or indirectly induce substantial unplanned population growth in the area.

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

No Impact. As discussed in Response 3.14 (a) above, all project improvements would be contained within the existing Golf Course property, which does not include residential land uses. Therefore, the project would not displace people or housing or require the construction of replacement housing.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on population and housing and avoidance, minimization, and/or mitigation is not required.

3.15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

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

i. Fire protection?

No Impact. LACoFD provides fire protection and emergency medical services for the project area. The nearest station is Station 120, located approximately 0.5 mile southeast of the project area at 1051 Grand Avenue in Diamond Bar. The Golf Course renovation is not expected to increase population growth in the project area, increase utilization of the recreational facility, or increase demand for LACoFD services from existing conditions. Therefore, the project would not require new or physically altered fire protection facilities in order to maintain acceptable service ratios or response times.

ii. Police protection?

No Impact. The Los Angeles County Sheriff's Department (LASD) provides law enforcement services for the project area. The nearest station is Walnut-Diamond Bar, located approximately 1.4 miles northwest of the project area at 21695 Valley Boulevard in the City of Walnut. As discussed in Response 3.15 (a) (i) above, the Golf Course renovation is not expected to increase population growth in the project area, increase utilization of the recreational facility, or increase demand for LASD services from existing conditions. Therefore, the project would not require new or physically altered police protection facilities in order to maintain acceptable service ratios or response times.

iii. Schools?

No Impact. The nearest schools include Mt. Calvary Lutheran School (0.2 mile east of the project area), Armstrong Elementary School (0.3 mile northwest of the project area),

Lorbeer Middle School (0.3 mile east of the project area), Maple Hill Elementary School (0.4 mile south of the project area), and Chaparral Middle School (0.7 mile southeast of the project area). Project improvements would be contained within the Golf Course property and would not directly affect any schools. As described in Section 3.14 above, the project would not result in direct or indirect population growth that would increase enrollment in schools. Therefore, the project would not require new or physically altered schools in order to maintain acceptable service ratios or performance objectives.

iv. Parks?

Less than Significant Impact. The nearest public parks include Sycamore Canyon Park (less than 100 feet southeast of the project area), Maple Hill Park (0.5 mile south of the project area), and Summitridge Park (1.5 miles southeast of the project area). Project improvements would be contained within the Golf Course property and would not directly affect nearby parks. In addition, the project would not result in direct or indirect population growth that would increase the use of nearby parks.

Project construction would require full or partial temporary closures of the existing Golf Course for a period of 17 months. During this time, Golf Course users may patron other nearby facilities. However, the closures would be short-term and temporary and are not anticipated to require the provision of new or expanded recreational facilities.

The proposed renovation would not increase the size or usage of the Golf Course. The Section 4(f) for the SR-57/SR-60 Confluence at Grand Avenue Project determined that the proposed renovation would result in a net benefit to the Golf Course (California Department of Transportation, 2013). Once operational, the project would include enhancements to the Golf Course that would improve playability on the recreational facility.

v. Other public facilities?

No Impact. The nearest public facilities include the Diamond Bar Library (0.3 mile southwest of the project area) and Walnut Library (1.6 miles northwest of the project area). Project improvements would be contained within the Golf Course property and would not directly affect any public facilities. In addition, the project would not result in direct or indirect population growth that would increase the use of public facilities, such as libraries and community centers. Therefore, the project would not require new or physically altered public facilities in order to maintain acceptable service ratios.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on public services and avoidance, minimization, and/or mitigation is not required.

3.16 Recreation

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

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

Less Than Significant Impact. Construction activities would last 17 months, during which time the Golf Course would be partially or fully closed to the public. During these closures, the public may use other parks or recreational facilities in the project vicinity. The closure would be short-term and temporary, and the Golf Course would reopen to the public following construction. Therefore, substantial physical deterioration of nearby parks or recreational facilities is not anticipated during project construction.

The project would include renovation of the existing Golf Course and would not directly or indirectly increase population growth in the project area. Once operational, the renovation would result in improvements to the existing Golf Course facilities. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

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

Less Than Significant Impact. The project would include renovation of the existing Golf Course. All project improvements would be contained within the existing Golf Course boundaries and would not increase the size of the recreational facility. As evaluated in Sections 3.1 through 3.21 of this IS, the renovation would not result in adverse physical effects on the environment.

As discussed in Response 3.15 (a) (iv) above, the Section 4(f) for the SR-57/SR-60 Confluence at Grand Avenue Project determined that proposed renovation would result in a net benefit to the recreational facility through improving playability on the Golf Course.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on recreation and avoidance, minimization, and/or mitigation is not required.

3.17 Transportation

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

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

No Impact. Project construction would generate a negligible number of trips on the surrounding roadways from haul trips and worker commutes. Once operational, the project would include renovation of the existing Golf Course and would not increase the size or expand the use of the existing recreational facility. As such, the project would not increase the number of daily trips to the project area when compared to the trips generated by the existing Golf Course.

All project improvements would be contained within the existing Golf Course property and would not result in closures to surrounding transit, roadway, bicycle, or pedestrian facilities. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. Pursuant to California Senate Bill 743, CEQA Guidelines section 15064.3, subdivision (b) stipulates that transportation impacts be evaluated based on vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project.

As discussed in Response 3.17 (a) above, worker commutes to and from the construction site would generate a negligible number of trips during the 16-month construction period. Once operational, the project would include renovation of the existing Golf Course and would not increase the size or expand the use of the existing recreational facility. As such, the project would not increase the number of daily trips to the project area when compared to the trips generated by the existing Golf Course. Therefore, the project would not conflict or be

inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

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

Less than Significant Impact. All construction activities would be contained within the existing Golf Course property and would not change geometric design features on surrounding roadways. A construction staging plan would be implemented to minimize noise, dust, and other health hazards at neighboring properties (see **TRANS-1** below). Once operational, the project would maintain the existing land use and would not result in incompatible uses. Therefore, the project would not substantially increase hazards.

d. Result in inadequate emergency access?

No Impact. All construction activities would be contained within the existing Golf Course property and would not affect access on surrounding roadways, including SR-57, SR-60, Golden Springs Drive, and Grand Avenue, which are designed as disaster routes by Los Angeles County Department of Public Works (Los Angeles Department of Public Works, 2007). Once operational, the proposed renovations would not affect the Golf Course parking lot off Golden Springs Drive, which provides emergency access to the facility. Therefore, the project would not result in inadequate emergency access.

Avoidance, Minimization, and/or Mitigation Measures

The following measure would be implemented to avoid and minimize impacts on transportation:

TRANS-1 A construction staging plan will be developed to reduce impacts related to noise, dust, and other health hazards at neighboring properties.

3.18 Tribal Cultural Resources

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

A Cultural and Paleontological Resources report was completed for this project in February 2020 (Duke CRM, 2020). The results of this study are included in the discussion section below.

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

No Impact. Based on the HRTR and Cultural and Paleontological Resources Revalidation prepared for the project, there are no listings for the California Register of Historical Resources (CRHR) within one mile of the project area (Duke CRM, 2020; GPA Consulting, 2020). Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the CRHR or in a local register of historical resources.

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

Less than Significant Impact. A Sacred Lands File search was requested from the NAHC in April 2019, which was positive for Sacred Lands. The NAHC indicated that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for more information about the positive result. The SGVCOG contacted the Gabrieleño Band of Mission Indians – Kizh Nation and Gabrieleno/Tongva San Gabriel Band of Mission Indians through U.S. certified mail on

February 3, 2020 and sent follow-up letters via email to the two tribes on February 24, 2020. No Tribes responded to SGVCOG within 30 days of receipt of the formal notification to request consultation.

As described in Section 3.5, in the unlikely event that an archaeological resource is encountered during construction, all work in the vicinity would stop until a qualified archaeologist visits the site of discovery, assesses the significance of the resource, and implements appropriate measures to protect the find. If the resource is prehistoric in nature, SGVCOG would consult with Native American tribes (see **CUL-1**). In the event of the accidental discovery or recognition of any human remains, the project would comply with Health and Safety Code Section 7050.5, Section 15064.5(e) of the CEQA Guidelines, and PRC Section 5097.98. If the human remains are determined to be prehistoric, the Coroner would notify the NAHC, which will determine and notify an MLD. The designated MLD may make recommendations to the SGVCOG for means of treating of, with appropriate dignity, the human remains and any associated grave goods. (see **CUL-2**). Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource.

Avoidance, Minimization, and/or Mitigation Measures

CUL-1 and **CUL-2**, as described in Section 3.5, would be implemented to avoid and minimize impacts on Tribal cultural resources.

3.19 Utilities and Service Systems

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

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

Less than Significant Impact. Project construction would require the consumption of water for activities such as cleaning surfaces, mixing concrete, and suppressing dust, as well as electricity and natural gas to power equipment and vehicles. Water and energy usage would be relatively minor, limited to the construction periods, and would be served by existing utility service providers.

Any wastewater generated from construction activities, such as water containing diesel and oil, paint, solvents, cleaners, chemicals, and debris would be collected, screened, and discharged in accordance with the SWPPP. Any remaining waste would be discharged in accordance with water and solid waste disposal regulations, including the CWA, the Porter-

Cologne Water Quality Control Act, and RCRA. The wastewater treatment provider that serves the project area has adequate capacity to serve the construction needs of the project.

The project would involve the following utility relocations:

- Removal of 15 existing SCE overhead power poles (wooden) along the existing EB SR-57/SR-60. The power poles would be replaced in-kind along the widened EB SR-57/SR-60.
- Relocation of one existing SCE overhead transmission pole (steel) along EB SR-57/SR-60.
- Relocation of a 66-kilovolt pole on the west side of Grand Avenue near the Hole 8 tee box.
- Realignment of a 12-kilovolt pole on the east side of Grand Avenue adjacent to the proposed maintenance facility.

Utility relocations would be limited to within the Golf Course, where there are little to no known sensitive resources. SGVCOG would coordinate with service providers to ensure that there are no disruptions in utility services (**UTS-1**).

The project would also include the addition of new water service and sewer lines with new connection points to the proposed maintenance facility location. The project involves the renovation of an existing Golf Course and would not result in substantial changes to operation or maintenance activities. The project would not increase populations in the project area and would not result in additional water consumption, wastewater generation, energy consumption, or telecommunications usage. Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities that would cause significant environmental effects.

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

Less than Significant Impact. There are sufficient water supplies available to serve the water needs required for proposed construction activities, such as water for cleaning surfaces, mixing with concrete or other materials, suppressing dust, and establishing plants. The relatively minor water supply needed for proposed construction activities would leave sufficient water supplies available for other reasonably foreseeable future development during normal, dry, and multiple dry years.

The existing Golf Course consumes water for irrigation purposes. Approximately 2,600 linear feet of existing concrete landscape gutters would be replaced with underground drainage pipes and covered with soil and grass. However, the Golf Course would be reduced in size by 9.4 acres (from 171.3 acres to 161.9 acres) as a result of the SR-57/SR-60 Confluence at Grand Avenue Project. It is not expected that there would be a net increase in water consumption for irrigation relative to existing conditions. Therefore, project operation would be served by existing water supplies.

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

Less than Significant Impact. As described in Response 3.19 (a) above, project construction would result in temporary wastewater generation. However, wastewater generation would be minimal, and the existing wastewater treatment provider would have adequate capacity to serve the project's projected demand during construction.

Once operational, the project would not increase populations in the project area. The amount of wastewater generated during project operation would be similar to existing conditions. Therefore, the wastewater treatment provider that serves the project area would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Project construction would include removal of existing pavement, wood poles, and other debris, which would generate small amounts of solid waste. The solid waste generated during project construction could be accommodated by existing nearby landfills.

Once operational, the project would not increase populations in the project area. The amount of solid waste generated during project operation would be similar to existing conditions. Therefore, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

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

Less than Significant Impact. As discussed under responses 3.19 a) and d) above, solid waste generated during project construction would be disposed in compliance with federal, state, and local statutes and regulations pertaining to the safe handling, transport, and disposal of solid waste. Once operational, the project would generate solid waste in compliance with applicable regulations in a manner that is similar to existing conditions.

Avoidance, Minimization, and/or Mitigation Measures

The following measure would be implemented to avoid and minimize impacts on utilities and service systems:

UTS-1 SGVCOG will coordinate with service providers to ensure that there are no disruptions in utility services.

3.20 Wildfire

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

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

No Impact. As discussed in Response 3.9 (f) above, the Los Angeles County Department of Public Works identifies SR-57, SR-60, Golden Springs Drive, and Grand Avenue as disaster routes in the City of Diamond Bar (Los Angeles Department of Public Works, 2007). All project improvements would be contained within the existing Golf Course property. Project construction and operation would not require any road closures or detour routes and would not affect access to properties. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

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

Less than Significant Impact. As discussed in Response 3.9 (g) above, the project area is designated as a Non-VHFHSZ (California Department of Forestry and Fire Protection, 2011). In addition, the project would involve the renovation of an existing Golf Course and would not introduce structures for habitation. Proposed structures, including the maintenance facility, would be constructed and maintained according to the California Fire Code (CCR Title 24,

Part 9). Therefore, the project would have a low potential to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

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

No Impact. The project would include renovation of the existing Golf Course and would not require the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk or result in impacts on the environment.

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

Less than Significant Impact. As discussed in Response 3.7 (a) (iv) above, the topography of the project area is relatively flat; therefore, there is low potential for the risk of landslides or post-fire slope instability. In addition, the project is not in a flood hazard zone (see Response 3.10 (d) above). The project would not introduce structures for habitation. Proposed structures, including the maintenance facility, would be constructed and maintained according to the California Building Code, County of Los Angeles Building Code, and California Fire Code (CCR Title 24, Part 9). Therefore, there is low potential for the project to expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in significant impacts on wildfires and avoidance, minimization, and/or mitigation is not required.

3.21 Mandatory Findings of Significance

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

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

Less than Significant with Mitigation. Sections 3.1 through 3.20 address and disclose all potential environmental effects associated with the project. Without mitigation, construction of the project could result in the following potentially significant impacts to the quality of the environment:

- The project would result in temporary and permanent impacts on waters of the State and United States, including wetlands.
- Project construction has high potential to impact paleontological resources due to the high sensitivity of geologic formations in the project area.

The project would comply with required laws, permits, ordinances, and plans. With implementation of avoidance, minimization, and mitigation measures summarized in Sections 3.1 through 3.20, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory

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

Less than Significant with Mitigation. A cumulative impact could occur if the project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and probable future projects.

Reviews of the City's website and the CEQANet database were conducted in order to identify past, present, and probable future projects (City of Diamond Bar, 2020; Query the CEQAnet Database, 2020). These cumulative projects include the following:

- Infrastructure: SR-57/SR-60 Confluence at Grand Avenue Project, and other interchange improvement, roadway maintenance and rehabilitation, pedestrian improvements, and streetscape enhancement projects
- Recreation: trail improvement and recreational facility upgrade projects
- Development: business park, residential, commercial, and recreational development projects and general and specific plans

These past, present, and probable future projects would be expected to comply with all local, state, and federal rules and regulations, as well as develop avoidance, minimization, and mitigation measures to reduce potential impacts to less than significant levels.

As discussed in Sections 3.1 through 3.20, the project could have potentially significant impacts related to air quality, biological resources, geology and soils, and noise. Therefore, the project could contribute to cumulatively considerable impacts on these resources. The following mitigation measures would be implemented to reduce project impacts to less than significant: **MM-AQ-1** through **MM-AQ-19**, **MM-BIO-1** through **MM-BIO-5**, **MM-GEO-1**, **MM-GEO-2**, and **MM-N-1**. Because impacts would be reduced and/or offset with mitigation measures, the project is not expected to result in cumulatively considerable impacts.

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

Less than Significant with Mitigation. Sections 3.1 through 3.20 address and disclose all potential environmental effects associated with proposed construction activities and project operation. The analysis indicates that without mitigation, project construction would result in the following potentially significant impacts:

- Temporary exposure of sensitive receptors to substantial air pollutant concentrations.
- Short-term generation of noise levels in excess of local standards at nearby noise-sensitive land uses.

As discussed in Sections 3.3 and 3.13, impacts would be reduced to less than significant with implementation of mitigation measures **MM-AQ-1** through **MM-AQ-19**, and **MM-N-1**. Therefore, the project would not cause direct or indirect substantial adverse effects on human beings.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts associated with project construction and operation: **AES-1**, **BIO-1** through **BIO-4**, **CUL-1**, **CUL-2**, **GEO-1**, **HAZ-1** through **HAZ-9**, **WQ-1** through **WQ-6**, **N-1** through **N-8**, **TRANS-1**, and **UTS-1**. The following mitigation measures would be implemented to reduce project impacts to less than significant: **MM-AQ-1** through **MM-AQ-19**, **MM-BIO-1** through **MM-BIO-5**, **MM-GEO-1**, **MM-GEO-2**, and **MM-N-1**. Sections 3.1 through 3.20 include the full text of these measures.

4.0 DISTRIBUTION LIST

4.1 Federal Agencies

U.S. Army Corps of Engineers – Los Angeles District Public Affairs Office 915 Wilshire Boulevard Los Angeles, CA 90017	U.S. Environmental Protection Agency – Pacific Southwest Office (Region 9) Mike Stoker, Regional Administrator 75 Hawthorne Street San Francisco, CA 94105
U.S. Fish and Wildlife Service Paul Souza, Pacific Southwest Regional Director 2800 Cottage Way Sacramento, CA 95825	U.S. Department of Energy Office of Environmental Compliance 1000 Independence Avenue, SW, Room 4G-064 Washington, DC 20585

4.2 State Agencies

California Department of Fish and Wildlife – South Coast Region Ed Pert, Regional Manager 3883 Ruffin Road San Diego, CA 92123	California Highway Patrol – Southern Division Chief Mark Garrett 411 N. Central Avenue Glendale, CA 91203
California Highway Patrol – Baldwin Park Region Captain Susan Estrem, Area Commander 14039 Francisquito Avenue Baldwin Park, CA 91706	California Native American Heritage Commission Commissioner James Ramos, NAHC Chairperson 1550 Harbor Boulevard West Sacramento, CA 95691
California Department of Resources Recycling & Recovery Ken DaRosa, Acting Director 1001 I Street Sacramento, CA 95814	California Department of Transportation – Division of Environmental Analysis Phil Stolarski, Division Chief P.O. Box 942874, MS-27 Sacramento, CA 94274
California Department of Transportation – Division of Aeronautics Mary Beth, Acting Division Chief 1120 N Street Sacramento, CA 95814	California Regional Water Quality Control Board – Los Angeles Region (Region 4) Renee Purdy, Executive Officer 320 West Fourth Street, Suite 200 Los Angeles, CA 90013
California State Water Resources Control Board Eileen Sobeck, Executive Director P.O. Box 100 Sacramento, CA 95812-0100	California Office of Historic Preservation Julianne Polanco, State Historic Preservation Officer 1725 23rd St., Ste. 100 Sacramento, CA 95816
California State Mining and Geology Board Jeffrey Schmidt, Executive Officer 801 K Street, MS 18-01 Sacramento, CA 95814	California Public Utilities Commission Marybel Batjer, President 320 West Fourth Street, Suite 500 Los Angeles, CA 90013

California Department of Conservation – Division of Land Resource Protection Keali'I Bright, Assistant Director 801 K Street, MS 14-15 Sacramento, CA 95814	California Department of Toxic Substance Control Meredith Williams, Director P.O. Box 806 Sacramento, CA 95812
California Wildlife Conservation Board John P. Donnelly, Executive Director P.O. Box 944209 Sacramento, CA 94244-2090	California Air Resources Board Mary D. Nichols, Chair P.O. Box 2815 Sacramento, CA 95812

4.3 Regional Agencies

San Gabriel Valley Council of Governments Marisa Creter, Executive Director/Chief Executive Officer 4900 Rivergrade Road, Suite A120 Irwindale, CA 91706	South Coast Air Quality Management District Jillian Wong, Planning and Rules Manager 21865 Copley Drive Diamond Bar, CA 91765
Southern California Association of Governments – Intergovernmental Review Anita Au 900 Wilshire Boulevard, Suite 1700 Los Angeles, California 90017	Water Replenishment District of Southern California Rob Whitaker, General Manager 4040 Paramount Boulevard Lakewood, CA, 90712
Foothill Transit District Doran J. Barnes 100 S. Vincent Ave., Suite 200 West Covina, CA 91790	Southern California Regional Rail Authority Stephanie Wiggins, Chief Executive Officer 900 Wilshire Boulevard, Suite 1500 Los Angeles, CA 90017

4.4 County Agencies

Los Angeles County Fire Department – Station #120 (Battalion 19 Headquarters) Fire Captain 1051 South Grand Avenue Diamond Bar, CA 91765	Los Angeles County Health Department Barbara Ferrer, Director 5050 Commerce Drive Baldwin Park, CA 91706
Los Angeles County Metropolitan Transportation Authority Phillip A. Washington, Chief Executive Officer One Gateway Plaza Los Angeles, CA 90012	Los Angeles County Sheriff's Department Sheriff Alex Villanueva 211 W Temple Street Los Angeles, CA 90012
Los Angeles County Sheriff's Department – Walnut/Diamond Bar Sheriff's Station Captain Alfred Reyes 21695 East Valley Boulevard Walnut, CA 91789	Los Angeles County Sheriff's Department – Industry Station Captain Bobby Wyche 150 Hudson Avenue City of Industry, CA 91744

Los Angeles County Fire Department Daryl L. Osby, Fire Chief 1320 N. Eastern Avenue Los Angeles, CA 90063	Los Angeles County Department of Regional Planning Amy J. Bodek, Director of Planning 320 West Temple Street, 13th Floor Los Angeles, CA 90012
Los Angeles County Department of Regional Planning – Airport Land Use Commission Bruce Durbin, Supervising Regional Planner 320 West Temple Street, 13th Floor Los Angeles, CA 90012	Los Angeles County Department of Parks and Recreation Norma Garcia, Director 433 S. Vermont Avenue Los Angeles, CA 90020
Los Angeles County Planning Agency Lee Barocas, Section Head 1000 S. Fremont Av. Unit #40 Building A-9 West, 3rd Floor Alhambra, CA 91803	Los Angeles County Department of Parks and Recreation Robert Maycomber, Administrative Deputy Director 433 S. Vermont Avenue Los Angeles, CA 90020
Los Angeles County Parks Planning Agency Sean Woods, Chief 1000 S. Fremont Av. Unit #40 Building A-9 West, 3rd Floor Alhambra, CA 91803	Los Angeles County Department of Parks and Recreation Alina Bokde, Deputy Director 433 S. Vermont Avenue Los Angeles, CA 90020
Los Angeles County Department of Parks and Recreation – Planning and CEQA Section Clement Lau, Section Head 433 S. Vermont Avenue Los Angeles, CA 90020	Los Angeles County Department of Parks and Recreation Jorge Badel, Senior Golf Director 301 North Baldwin Avenue Arcadia, CA 91007
Los Angeles County Department of Parks and Recreation Warren Leary, Golf Director 301 North Baldwin Avenue Arcadia, CA 91007	Los Angeles County Department of Parks and Recreation David Mesa, Golf Operations Architect 301 North Baldwin Avenue Arcadia, CA 91007
Los Angeles County Department of Parks and Recreation Joan Rupert, Park Facilities Planner 301 North Baldwin Avenue Arcadia, CA 91007	Los Angeles County Parks Planning Agency Bryan Moscardini 1000 S. Fremont Av. Unit #40 Building A-9 West, 3rd Floor Alhambra, CA 91803
Los Angeles County Planning Agency Sandra Salazar 1000 S. Fremont Av. Unit #40 Building A-9 West, 3rd Floor Alhambra, CA 91803	Los Angeles County Department of Parks and Recreation Unincorporated Areas Liaison

Greater Los Angeles County Vector Control District Truc Dever, General Manager 12545 Florence Avenue Santa Fe Springs, CA 90670	Los Angeles County Department of Public Works Mark Pestrella, Director 900 S. Fremont Avenue Alhambra, CA 91803
Los Angeles County Department of Public Works – Watershed Management Division Angela George, Principal Engineer 900 S. Fremont Avenue Alhambra, CA 91803	Los Angeles County Department of Public Works – Development Services & Emergency Management Rossana D'Antonio, Deputy Director 900 S. Fremont Avenue Alhambra, CA 91803
Los Angeles County Department of Public Works – Land Development Division Toan Duong 900 S. Fremont Avenue Alhambra, CA 91803	Los Angeles County Department of Public Works – Land Development Division Arienne DeChellis, Management Specialist 900 S. Fremont Avenue Alhambra, CA 91803
Los Angeles County Department of Public Works – Transportation Planning and Programs Division James Yang 900 S. Fremont Avenue Alhambra, CA 91803	Los Angeles County Department of Public Works – Internal Audit Group Dennis Huter 900 S. Fremont Avenue Alhambra, CA 91803
Sanitation Districts of Los Angeles County Robert C. Ferrante, Chief Engineer/General Manager P.O. Box 4998 Whittier, CA 90607	Sanitation Districts of Los Angeles County – Facilities Planning Raymond Tremblay, Department Head 1955 Workman Mill Road Whittier, CA 90601

4.5 Local Agencies

City of Diamond Bar

City of Diamond Bar – Community Development Greg Gubman, Community Development Director 21810 Copley Drive Diamond Bar, CA 91765	City of Diamond Bar – Public Works David Liu, Public Works Director/City Engineer 21810 Copley Drive Diamond Bar, CA 91765
City of Diamond Bar Daniel Fox, City Manager 21810 Copley Drive Diamond Bar, CA 91765	

City of Industry

City of Industry Planning Department Dina Lomeli, Contract Associate Planner 15625 Stafford Street City of Industry, CA 91744	

City of Pomona

City of Pomona – Development Services Department Anita Guitierrez, Director 505 South Garey Avenue Pomona, California 91766	

City of Chino Hills

City of Chino Hills – Community Development Joann Lombardo, Director 14000 City Center Drive Chino Hills, CA 91709	

4.6 Elected Officials

The Honorable Dianne Feinstein United States Senator 11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025	The Honorable Kamala Harris United States Senator 11845 West Olympic Boulevard, Suite 1250W Los Angeles, CA 90064
The Honorable Gil Cisneros United States Congress, 39th Congressional District 20955 Pathfinder Road, Suite 330 Diamond Bar, CA 91765	The Honorable Norma Torres United States Congress, 35th Congressional District 3200 Inland Empire Boulevard, Suite 200B Ontario, CA 91764
The Honorable Philip Chen State Assembly, 55th District 3 Pointe Drive, Suite 313 Brea, CA 92821 714-529-5502	The Honorable Ian C. Calderon State Assembly, 57th District 13181 Crossroads Parkway, Suite 160 City of Industry, CA 91746
The Honorable Freddie Rodriguez State Assembly, 52nd District 13160 7th Street Chino, CA 91710	The Honorable Maria Elena Durazo California State Senate, 24th District 1808 W. Sunset Boulevard Los Angeles, CA 90026
The Honorable Ling Ling Chang California State Senate, 29th District 1800 E. Lambert Road, Suite 150 Brea, CA 92821	The Honorable Hilda L. Solis Los Angeles County Board of Supervisors, 1st District 856 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012
The Honorable Janice Hanh Los Angeles County Board of Supervisors, 4th District 1545 S. Stimson Avenue Hacienda Heights, CA 91745	The Honorable Steve Tye Mayor, City of Diamond Bar 21810 Copley Drive Diamond Bar, CA 91765

The Honorable Nancy A. Lyons Mayor Pro Tem, City of Diamond Bar 21810 Copley Drive Diamond Bar, CA 91765	The Honorable Jennifer “Fred” Mahlke Councilmember, City of Diamond Bar 21810 Copley Drive Diamond Bar, CA 91765
The Honorable Andrew Chou Councilmember, City of Diamond Bar 21810 Copley Drive Diamond Bar, CA 91765	The Honorable Ruth M. Low Councilmember, City of Diamond Bar 21810 Copley Drive Diamond Bar, CA 91765
The Honorable Naila Barlas Diamond Bar Planning Commissioner, Chair 21810 Copley Drive Diamond Bar, CA 91765	The Honorable Frank Farago Diamond Bar Planning Commissioner, Vice Chair 21810 Copley Drive Diamond Bar, CA 91765
The Honorable William Rawlings Diamond Bar Planning Commissioner 21810 Copley Drive Diamond Bar, CA 91765	The Honorable Kenneth Mok Diamond Bar Planning Commissioner 21810 Copley Drive Diamond Bar, CA 91765
The Honorable Cory C. Moss Mayor, City of Industry 15625 East Stafford Street, Suite 100 City of Industry, CA 91744	The Honorable Catherine Marcucci Mayor Pro Tem, City of Industry 15625 East Stafford Street, Suite 100 City of Industry, CA 91744
The Honorable Abraham Cruz Councilmember, City of Industry 15625 East Stafford Street, Suite 100 City of Industry, CA 91744	The Honorable Mark Radecki Councilmember, City of Industry 15625 East Stafford Street, Suite 100 City of Industry, CA 91744
The Honorable Newell W. Ruggles Councilmember, City of Industry 15625 East Stafford Street, Suite 100 City of Industry, CA 91744	The Honorable Andrew Rodriguez Mayor, City of Walnut 21201 La Puente Road Walnut, CA 91789
The Honorable Tim Sandoval Mayor, City of Pomona 505 South Garey Avenue Pomona, California 91766	The Honorable Rubio R. Gonzalez District 1 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766
The Honorable Victor Preciado District 2 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766	The Honorable Nora Garcia District 3 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766
The Honorable Elizabeth Ontiveros-Cole District 4 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766	The Honorable Steve Lustro District 5 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766

The Honorable Robert Torres District 6 Councilmember, City of Pomona 505 South Garey Avenue Pomona, California 91766	The Honorable Art Bennett Mayor, City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709
The Honorable Brian Johsz Vice Mayor, City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709	The Honorable Ray Marquez Councilmember, City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709
The Honorable Cynthia Moran Councilmember, City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709	The Honorable Peter Rogers Councilmember, City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709

4.7 Native American Tribal Representatives

Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel, CA 91778	Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson P.O. Box 490 Bellflower, CA 90707
Gabrielino/Tongva Nation Sandonne Goad, Chairperson 106 ½ Judge John Aiso Street #231 Los Angeles, CA 90012	Gabrieleño Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723
Gabrielino-Tongva Tribe Charles Alvarez 23454 Vanowen Street West Hills, CA 91307	Soboba Band of Luiseño Indians Tribal Administration 23904 Soboba Road San Jacinto, CA 92583
Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Administrator 4712 Admiralty Way, Suite 172 Marina Del Rey, CA 90292	

4.8 Historical Societies

Diamond Bar Historical Society Marsha Roa, Public Information Manager 21810 Copley Drive Diamond Bar, CA 91765	Los Angeles Conservancy Marcello Vavalà, Preservation Associate 523 West Sixth Street, Suite 826 Los Angeles, CA 90014
Historical Society of Pomona Valley 585 E Holt Avenue Pomona, CA 91767	The Fiske Museum Dr. Albert R. Rice, Curator 150 East Eighth Street Claremont, CA 91711

Workman and Temple Family Homestead Museum Paul Spitzzeri, Museum Director 15415 East Don Julian Road City of Industry, CA 91745	University of Southern California – Southern California Studies Center Michael J. Dear, Director 3551 Trousdale Parkway Los Angeles, CA 90089
Claremont Heritage David Shearer, Executive Director P.O. Box 742 Claremont CA 91711	Ella Strong Denison Library, Scripps College Jennifer Martinez Wormser, Director 1030 Columbia Ave. #2031 Claremont, CA 91711
Historical Society of Southern California Amy Essington, Executive Director PO Box 50019 Long Beach, CA 90815	California Preservation Foundation Cindy Heitzman, Executive Director 101 The Embarcadero, Suite 120 San Francisco, CA 94105

4.9 Libraries and Information Centers

Diamond Bar Library Pui-Ching Ho, Librarian 21800 Copley Drive Diamond Bar, CA 91765	South Central Coastal Information Center Dept. of Anthropology, MH 477, CSU Fullerton Stacy St. James, Coordinator P.O. Box 6846 800 North State College Boulevard Fullerton, CA 92834-6846

4.10 Utility Providers

Spectrum James Mock 1500 Auto Center Drive Ontario, CA 91761	AT&T Gail Scott 143 East Amerige Avenue, 1st Floor Fullerton, CA 92832
Metropolitan Water District of Southern California MWD Environmental Planning 700 North Alameda Street Los Angeles, CA 90012	Three Valleys Municipal Water District Matthew Litchfield, General Manager/Chief Engineer 1021 East Miramar Avenue Claremont, CA 91711
Southern California Gas P.O. Box 3150 San Dimas, CA 91773	Southern California Edison Mike Byrd P.O. Box 800 Rosemead, CA 91770
Frontier Communications Amin Abouelhouda 1400 East Phillips Boulevard, Building A Pomona, CA 91766	Walnut Valley Water District Sheryl Shaw 271 South Brea Canyon Road Walnut, CA 91789

4.11 Other Interested Parties

Regional Chamber of Commerce San Gabriel Valley Anthony Duarte, CEO 1722 Desire Avenue, Suite 207 Rowland Heights, CA 91748	Industry Business Council Joanne McClaskey, Executive Director 15651 Stafford Street City of Industry, CA 91744
Walnut Valley Unified School District Dr. Robert Taylor, Superintendent 880 S. Lemon Avenue Walnut, CA 91789	Pomona Unified School District Richard Martinez, Superintendent 800 S. Garey Avenue Pomona, CA 91766
La Petite Academy of Diamond Bar Kamal Gupta, Director 722 S. Grand Avenue Diamond Bar, CA 91765	Sierra Club – Los Angeles Chapter Jane MacFarlane, Chapter Coordinator 3250 Wilshire Blvd. #1106 Los Angeles, CA 90010
Automobile Club of Southern California 2843 S Diamond Bar Boulevard Diamond Bar, CA 91765	California Wildlife Federation Randy Walker, President 1127 11th Street, Suite 610 Sacramento, CA 95814
Los Angeles County – Fourth Supervisorial District Nick Ippolito, Chief of Staff Kenneth Hahn Hall of Administration, Room 822 500 West Temple Street Los Angeles CA 90012	Los Angeles County – Fourth Supervisorial District Lauren Yokomizo, Hacienda Heights Field Deputy 1545 S. Stimson Avenue Hacienda Heights, CA 91745
Rowland Heights Community Coordinating Council Ted Ebenkamp, President P.O. Box 8171 Rowland Heights, CA 91748	

5.0 PREPARERS, CONTRIBUTORS, AND OVERSIGHT

San Gabriel Valley Council of Governments

Mark Christoffles, Chief Engineer

Los Angeles County Department of Parks and Recreation

Lee Barocas, Land Management and Compliance Section Head

Los Angeles County Metropolitan Transportation Authority

Robert Machuca, Project Manager

Carlos Montez, Project Manager

Lily Foster, Transportation Associate

WKE, Inc.

Carlos Cadena, PE

JD Ballas, Principal Engineer

Dan Weddell, PE

Joseph Carbajal, PE

Mainak Dey, PE

GPA Consulting

Richard Galvin, Vice President/Principal Environmental Planner

Sylvia Vega, Principal Environmental Planner

Maria Levario, Senior Associate Environmental Planner

George Gorman, Senior Environmental Planner/Project Manager

Nicole Greenfield, Associate Environmental Planner

Alen Estrada-Rodas, Associate Environmental Planner

Martin Rose, Senior GIS Analyst

Marieka Schrader, Senior Associate Biologist

Jennifer Johnson, Senior Biologist

Hannah Hart, Biologist/Environmental Planner

Christine Cruiess, Senior Architectural Historian

AMBIENT Air & Noise Consulting

Kurt Legleiter, Principal

Duke CRM

Curt Duke, Principal Archaeologist

Nick Hearth, Archaeologist

Sage Environmental Group

Alissa Cope, Principal

6.0 REFERENCES

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