

### 3.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to 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.	(X)	( )	( )	( )
ii) Strong seismic ground shaking?	(X)	( )	( )	( )
iii) Seismic-related ground failure, including liquefaction?	(X)	( )	( )	( )
iv) Landslides?	(X)	( )	( )	( )
b) Result in substantial soil erosion or the loss of topsoil?	(X)	( )	( )	( )
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?	(X)	( )	( )	( )
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	(X)	( )	( )	( )
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	(X)	( )	( )	( )

3.6(a) *Expose people or structures to 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? **Determination: Potentially Significant Impact***

The US Geological Survey (USGS) is responsible for providing scientific information regarding natural hazards and disasters in the United States to protect and save lives. Geologic events and seismic activity are among the primary natural hazards in Bradbury. Earthquakes are caused by violent and abrupt releases of strain built up along faults. When a fault ruptures, energy is released in all directions from the source, or epicenter, in the form of seismic

waves. Earthquakes generate two types of hazards. Primary hazards are ground shaking and surface rupture along faults. Secondary hazards result from the interaction of ground shaking with existing ground instabilities and include liquefaction, settlement, and landslides.

Bradbury is in a seismically active region and in an area of potential fault rupture, strong ground shaking, and slope instability. These geologic and seismic hazards can affect the integrity of structures and utilities, and in turn can cause severe property damage and potential loss of life. Based on preliminary analysis, it is concluded that impacts are potentially significant. A geological study will be conducted to document on-site geologic conditions. This topic will be further analyzed in an EIR.

*ii) Strong seismic ground shaking? **Determination: Potentially Significant Impact***

The most significant earthquake action in terms of structural damage and loss of life is ground shaking. Ground shaking is the movement of the earth's surface in response to a seismic event. The intensity of the ground shaking and the resultant damages are determined by the magnitude of the earthquake, distance from the epicenter, and characteristics of surface geology. This hazard is the primary cause of the collapse of buildings and other structures. Increased hazards from earthquakes occur when the seismic activity occurs in a highly urbanized area. The significance of an earthquake's ground shaking action is directly related to the density and type of buildings and the number of people exposed to its effect.

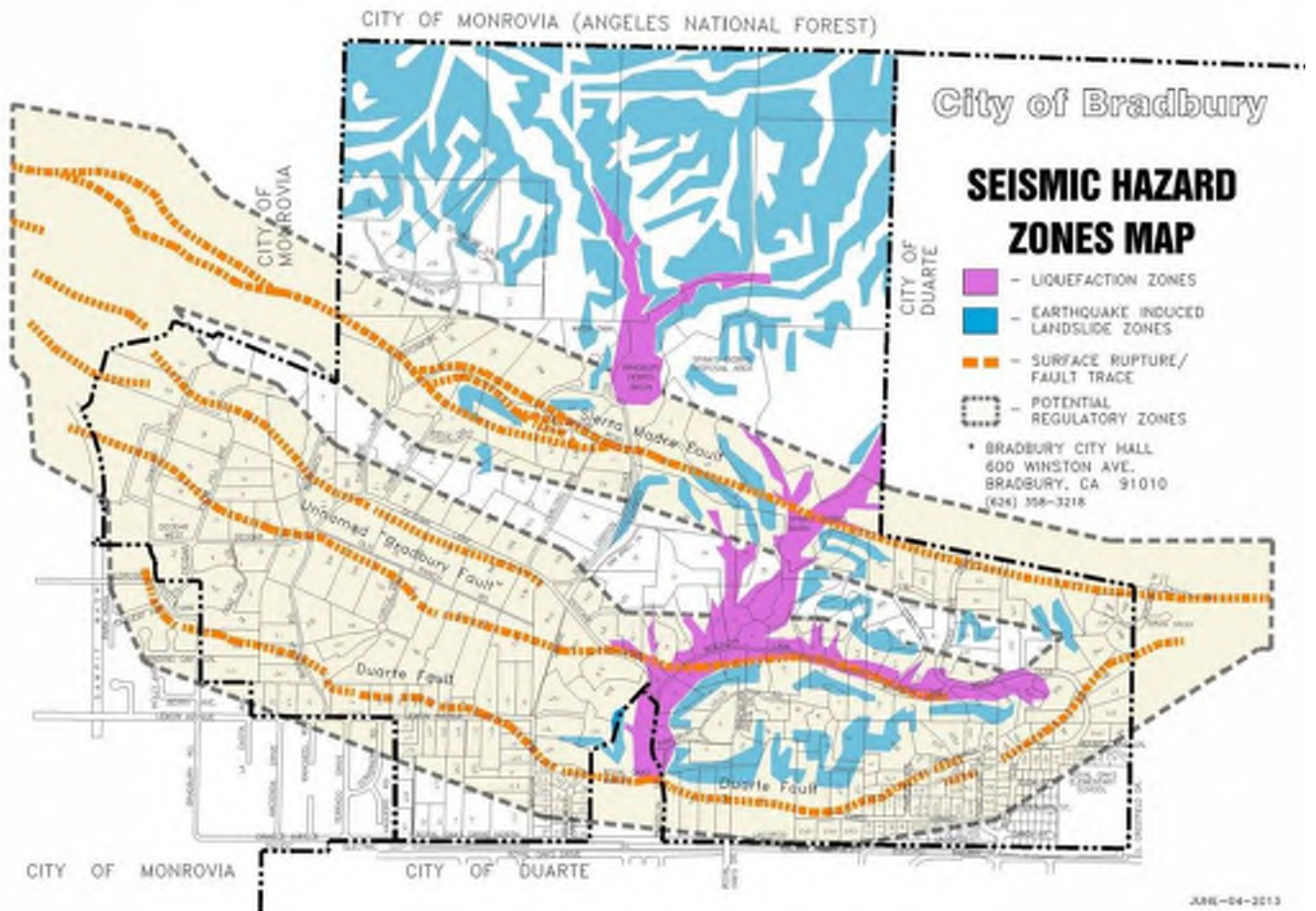
Like the rest of Southern California, the project site is subject to ground shaking. Major active faults near the project site include the Duarte and Sierra Madre-Cucamonga faults (CGS 2010). More regionally, the San Andreas fault can produce an earthquake that could cause considerable damage at the site. Based on available information, it is concluded that the project site is prone to seismic ground shaking. Impacts are anticipated to be potentially significant. This topic will be further analyzed in an EIR.

*iii) Seismic-related ground failure, including liquefaction? **Determination: Potentially Significant Impact***

Liquefaction refers to unconsolidated, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. There are several liquefaction zones located in the northern and eastern portions of Bradbury. During and after a severe rain event, liquefaction could occur should a moderate or severe earthquake take place. Although Bradbury has not experienced measurable ground failure as the result of an earthquake in recent years, the potential for damage due to ground failure is still present. Past seismic events indicate that the City has been free of major damaging earthquakes for at least 130 years. However, many historic earthquakes have affected the City in varying degrees from nonstructural damage (toppling of building contents) to minor structural damage (cracks in swimming pools) (Bradbury General Plan 2014).

A major earthquake occurring in or near Bradbury could cause injuries and even death, extensive property damage, fire, hazardous spills, and other hazardous effects that could be aggravated by aftershocks and by the secondary effects of fire, hazardous materials/chemicals accidents, and possible failure of waterways and dams. The project site is susceptible to possible seismic-related ground failure, including liquefaction; see Exhibit 5, *Seismic Hazard Zones Map*. Based on preliminary analysis, impacts are anticipated to be potentially significant and require further environmental review in an EIR.

**Exhibit 5 Seismic Hazard Zones Map**



Source: Bradbury General Plan 2014

**iv) Landslides? Determination: Potentially Significant Impact**

Geologic hazards in Bradbury include the potential for landslides, erosion, and debris flow and liquefaction in areas with loose soils and high-water tables. Landslide hazards may involve relatively intact, dense bedrock materials or highly fractured and broken, jumbled bedrock. Landslides often occur along pre-existing zones of weakness within the bedrock. Local folding of the bedrock adds to the potential for slope failure. However, many landslides do not seem to be controlled by the position of the bedding rock relative to the topography but by other factors such as rock type and its attendant characteristics (density of jointing and fracturing). Landslides have been known to occur in the northern steep sections of the city. Other areas of Bradbury may experience landslides should conditions change that adversely affect slope stability. Based on preliminary analysis and considering that the project site is located on the City’s northern steep hillsides, impacts are anticipated to be potentially significant and require further environmental review in an EIR.

**3.6(b) Result in substantial soil erosion or the loss of topsoil? Determination: Potentially Significant Impact**

Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be accelerated dramatically by ground-disturbing activities if effective erosion control measures are not used.

The existing site is currently undeveloped with vegetated slopes and an existing access road. The tributary area is in a predominantly pervious area. Residential units are located around the proposed site. The total tributary watershed area is approximately 220 acres and currently drains into the existing Bradbury Debris Basin to the south. The project site would undergo grading to create pads that would accommodate the proposed residential properties. Project construction would entail grading activities that would temporarily disturb surface soils on-site and potentially result in the erosion of exposed areas of soil. Based on preliminary analysis, the project has the potential to result in substantial soil erosion or the loss of topsoil. Therefore, geotechnical and hydrological studies will be conducted to evaluate the site. This topic will be further evaluated in an EIR.

3.6(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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? **Determination: Potentially Significant Impact***

Refer to Responses (a)(i, ii, iii, and iv), above. Based on preliminary analysis and available information, impacts are anticipated to be potentially significant and require further environmental review in an EIR.

3.6(d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property? **Determination: Potentially Significant Impact***

Expansive soils, with respect to engineering properties, are soils that upon wetting and drying will alternately expand and contract, causing problems for foundations of buildings and other structures. Based on preliminary analysis, it is anticipated that expansive soils occur on-site. A geotechnical study will be conducted, and expansive soils will be analyzed. This topic will be further analyzed in an EIR.

3.6(e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **Determination: Potentially Significant Impact***

Septic systems are used when centralized sewage treatment plants are not accessible in a community. Septic systems safely treat and dispose of wastewaters produced in the bathroom, kitchen, and laundry. These wastewaters may contain disease-causing germs and pollutants that must be treated to protect human health and the environment. Septic systems are usually a permanent solution to wastewater treatment and disposal. Therefore, a septic system must be properly used, operated, and maintained by the homeowner for the system's long-term performance. Even when used as a temporary wastewater treatment solution until sewer lines are extended to a community, special care and maintenance are needed for septic systems so that they don't pose a risk to public health or the environment (NC State Extension 2016). A geotechnical study will be conducted, and soils will be analyzed to better understand the adequacy of the soils to support septic systems. This topic will be further analyzed in an EIR.

### 3.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	(X)	( )	( )	( )
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	(X)	( )	( )	( )

3.7(a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Determination: Potentially Significant Impact**

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG). The main components of GHG are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Greenhouse gases are emitted by both natural processes and human activities. The State of California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. Construction and operational activities associated with the project are anticipated to produce greenhouse gas emissions. Impacts are anticipated to be potentially significant. A project-specific greenhouse gas analysis will be conducted to further determine the degree of project impacts related to greenhouse gases. This topic will be further analyzed in an EIR.

3.7(b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **Determination: Potentially Significant Impact**

The purpose of the City’s Climate Action Plan is to compile potential strategies (i.e., actions, projects, and programs) that the City’s government operations and the community can use to address their impact on the environment (Bradbury General Plan 2014). Project activities would result in both mobile source and stationary source greenhouse gas emissions. Impacts are anticipated to be potentially significant. A project-specific greenhouse gas analysis will be conducted to evaluate the project’s consistency with the Bradbury Climate Action Plan for achieving greenhouse gas reduction goals. This topic will be further analyzed in an EIR.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	( )	( )	(X)	( )
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?	( )	( )	(X)	( )
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	( )	( )	(X)	( )
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?	( )	( )	( )	(X)
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?	( )	( )	(X)	( )
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	( )	( )	(X)	( )
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	(X)	( )	( )	( )
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	( )	( )	(X)	( )

3.8(a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **Determination: Less Than Significant Impact**

### **Construction Phase**

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat. These activities would also be short-term or one time in nature. Additionally, the use, transport, and disposal of hazardous materials during the project construction phase would be required to conform to the laws and regulations of several federal, state, and local agencies, including the US Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety and Health Administration (Cal/OSHA), California Department of Transportation (Caltrans), and Los Angeles County Fire Department (LACFD). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials providing handling in an appropriate manner and minimize the potential for safety or environmental impacts. For example, spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material cleaned up in a prescribed manner. Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk to construction workers or future occupants of the site.

### **Operational Phase**

Although the residents of the new estates have not been identified, residential operations typically involve the use of small amounts of hazardous materials in building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When used correctly, these materials would not result in a significant hazard to surrounding uses. Such activities would be governed by local, state, and federal laws and regulations of several agencies, including the EPA, DTSC, Cal/OSHA, Caltrans, and LACFD, so that any hazardous materials are used and handled in an appropriate manner.

Routine use, transport, or storage of hazardous materials during project construction and operation would not cause significant hazards to the public or the environment. Impacts would be less than significant and this topic does not require any further analysis.

*3.8(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? **Determination: Less Than Significant Impact***

Refer to Response (a), above. Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during any construction and long-term operation of the proposed project and are not reasonably foreseeable. The transport, use, and handling of hazardous materials associated with small-scale residential construction, as would be the case with this project, and examples of which are listed above, are standard risks on all construction sites. There would be no greater risk for upset and accidents than would occur on any other similar construction site. Moreover, residential projects are not known to create significant hazardous materials in the long term. Additionally, the City of Bradbury has an established Natural Hazard Mitigation Plan to provide guidance in relation to hazards to the public.

The City of Bradbury adopted the updated Natural Hazard Mitigation Plan on July 7, 2007, with City Council Resolution No. 07-17. The updated plan fulfills the City's obligation pursuant to the federal Disaster Mitigation Act of 2000. The plan adoption and update process involved the participation of all City departments and interested residents.

### **Hazardous Waste and Materials Management Regulatory Program**

The Los Angeles County Fire Department Health Hazard Materials Division administers the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program for the City of Bradbury. The program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including on-site treatment under tiered permitting)
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or SPCC)
- Underground Storage Tanks (USTs)
- Hazardous Material Release Response Plans and Inventories
- California Accidental Release Prevention Program (Cal ARP) and Uniform Fire Code Hazardous Material Management Plans and Inventories

With adherence of the Hazardous Waste and Materials Management Regulatory Program, impacts would be less than significant and this topic does not require any further analysis.

*3.8(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **Determination: Less Than Significant Impact***

Residences immediately south of the project site could be exposed to short-term hazardous materials; refer to Responses (a) and (b), above. The closest neighboring schools are Royal Oaks STEAM Academy at 2499 Royal Oaks Drive in Duarte, approximately 1.5 miles south; Canyon Oaks High School at 930 Royal Oaks Drive in Monrovia, approximately 1.5 miles south of the project site; and Rangashree School of Fine Arts at 2598 Sunnysdale Drive in Duarte, approximately 2.0 miles southeast of the project site; all of which are well beyond one-quarter of a mile from the project site.

In addition to adherence to standardized construction best management practices utilized by the contractor on the site itself, relevant safety goal, objectives, and policies in the City's General Plan Health and Safety Element, are outlined below:

- Safety Goal 6: To minimize the risk to persons and property due to the use and storage of hazardous materials.
- Safety Objective 5: Reduce the possibility of hazardous materials becoming a health and safety issue within the community.
- Safety Policy 17: Regulate and monitor, to the extent possible, the delivery, use and storage of hazardous materials within the City.

Adherence to this goal, objective, and policy would minimize impacts as a result of construction activity. Impacts would be less than significant and this topic does not require any further analysis.

*3.8(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? **Determination: No Impact***

California Government Code Section 65962.5 specifies that the Department of Toxic Substance Control (DTSC), California Department of Health Services, State Water Resources Control Board, and local enforcement agencies will compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking



water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has migrated. The DTSC (2017) EnviroStor database does not identify any toxic or hazardous materials sites in Bradbury. No impact would occur and this topic does not require any further analysis.

*3.8(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area? **Determination: No Impact***

The project site is not in an area covered by an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public airports are El Monte Airport, approximately 6 miles southwest, and Bob Hope Airport, approximately 18 miles west of the site (Airnav 2017). Therefore, project development would not cause aviation-related hazards for people working in the project area. No impact would occur and this topic does not require any further analysis.

*3.8(f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? **Determination: No Impact***

The Wells Fargo-El Monte Heliport (3440 Flair Drive in El Monte) operates a heliport approximately 8 miles southwest of the project site (Airnav 2017). The project site is currently zoned for residential use, and project development would not exacerbate existing safety hazards associated with current operations at the heliport. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, Section 91.119). Helicopter takeoffs and landings at nearby heliports occur infrequently and are at a sufficient distance from the site that they would not pose a hazard to on-site workers and residents. Additionally, the project proposes building heights that are similar in nature to surrounding residences. No impact would occur and this topic does not require any further analysis.

*3.8(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **Determination: Potentially Significant Impact***

The existing emergency response plan in Los Angeles County is the Operational Area Emergency Response Plan (ERP) approved by the County Board of Supervisors in 1998. The ERP identifies county agencies and other entities that would be involved in emergency responses, threat summaries and assessments, and procedures for responding agencies, as well as county agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Further assessments of potential hazards and county resources available for responding to hazards are in the County of Los Angeles All-Hazard Mitigation Plan adopted by the County Board of Supervisors in 2014. The plan includes a vulnerability analysis for many types of hazards, including earthquakes, floods, fires, and man-made hazards such as terrorism and civil unrest, goals and objectives for strategies for mitigating hazards, proposed strategies and actions for reducing vulnerability to identified hazards, and lists of facilities and equipment available for responding to disasters. The proposed project would be required to provide the necessary on- and off-site access and circulation improvements for emergency vehicles during the construction and operational phases, subject to City of Bradbury and LACFD approval. The access and circulation features of the proposed project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles from Bliss Canyon Road. As shown on Exhibit 4, *Proposed Site Plan*, Oak View Estates would be accessible via Bliss Canyon Road, which would provide fire truck access consistent with LACFD standards. The proposed project is subject to the City's plan review and permitting process and would incorporate all applicable design and safety features in City of Bradbury and LACFD regulations necessary to accommodate local emergency services (adequate

access roads, emergency exits, fire hydrants, etc.). Furthermore, existing emergency access to surrounding properties would not be altered or disrupted under the proposed project, and off-site roadway modifications would not be necessary. The proposed project would not require full road closures or otherwise impact the functionality of surrounding roads that are used as public safety access routes.

Additionally, the City of Bradbury has established evacuation routes and reception centers. Emergency preparedness includes the designation of evacuation routes and emergency facilities. The following facilities are delineated in Exhibit 6, *Emergency Access and Evacuation Plan*, and the following rules apply:

### **Primary Evacuation Routes**

The roads are to be kept open at all times. In the event of temporary closure due to maintenance and/or construction, the Fire Department is to be notified.

### **Reception Centers**

The Bradbury Civic Center (600 Winston Avenue in Bradbury) and the Duarte Community Center (1600 Huntington Drive in Duarte) will serve as reception centers for disseminating information, collection points, distribution centers, etc.

### **Local Emergency Operations Center (EOC)**

The Bradbury Civic Center will serve as the local EOC. The alternate site is the Duarte Community Center until such time as the County of Los Angeles designates another local facility.

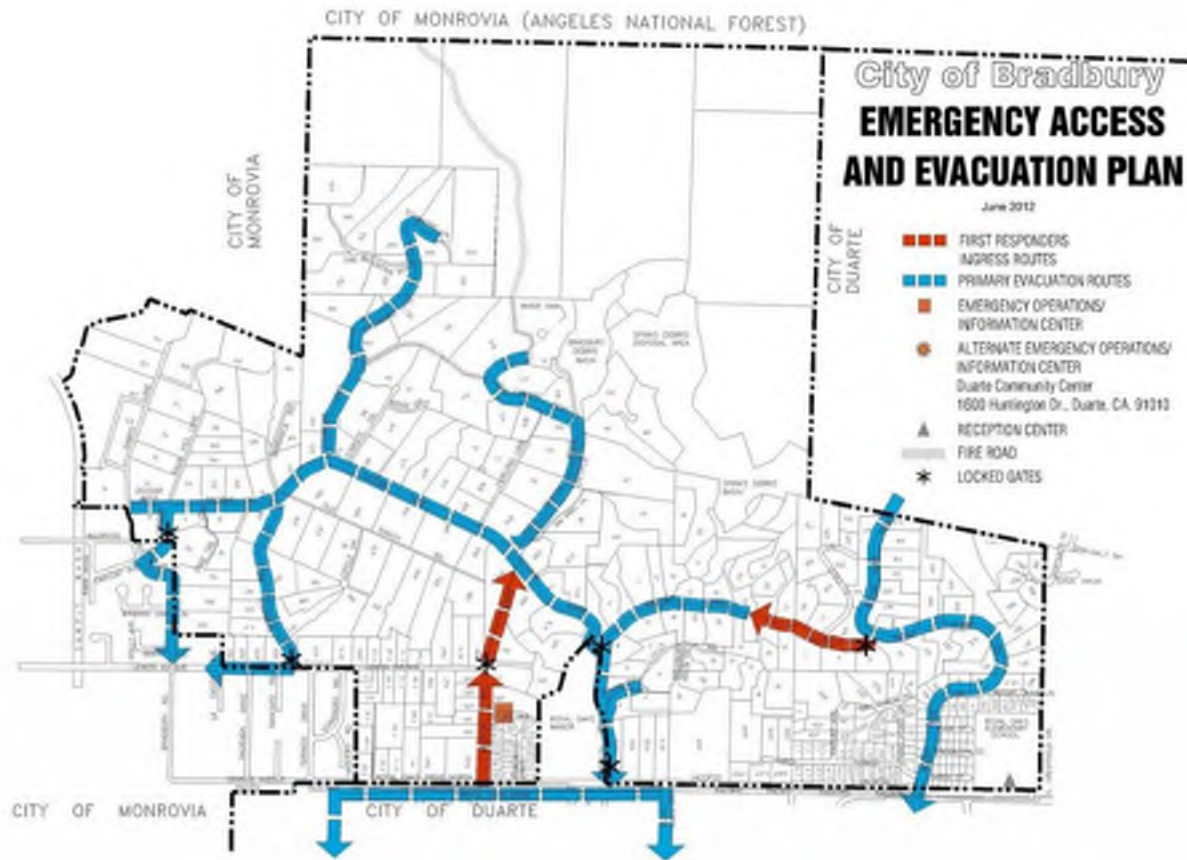
### **Critical Facilities**

Certain public facilities require special consideration because of the number of persons located in the facility at any one time. One critical facility is located in Duarte (Royal Oaks STEAM Academy) and the Royal Oaks senior assisted living facility is located adjacent to the city in the county unincorporated area. There are no critical facilities within the City.

The evacuation routes in the city and those facilities that will serve as collection/information centers are shown on Exhibit 6. The Emergency Evacuation Plan does not apply to normal day-to-day emergencies and the well-established and routine procedures used in coping with such emergencies. In the event of a serious hazard that would require the evacuation of Bradbury residents, the following streets would be used as primary evacuation routes:

- Mount Olive Drive.
- Woodlyn Lane (gates will be opened to permit exiting at Royal Oaks Drive, North). The access gate located near Mount Olive Drive will be used by first responders to gain access to the Woodlyn Lane neighborhood.
- Deodar Lane (gates at Wild Rose, Barranca, and Woodlyn Lane will be opened to permit exiting from the Bradbury Estates neighborhood).
- Winston Avenue and the Lemon Avenue access to the flood control channel will be used as access points for first responders.

Exhibit 6 Emergency Access and Evacuation Plan



Source: Bradbury General Plan 2014

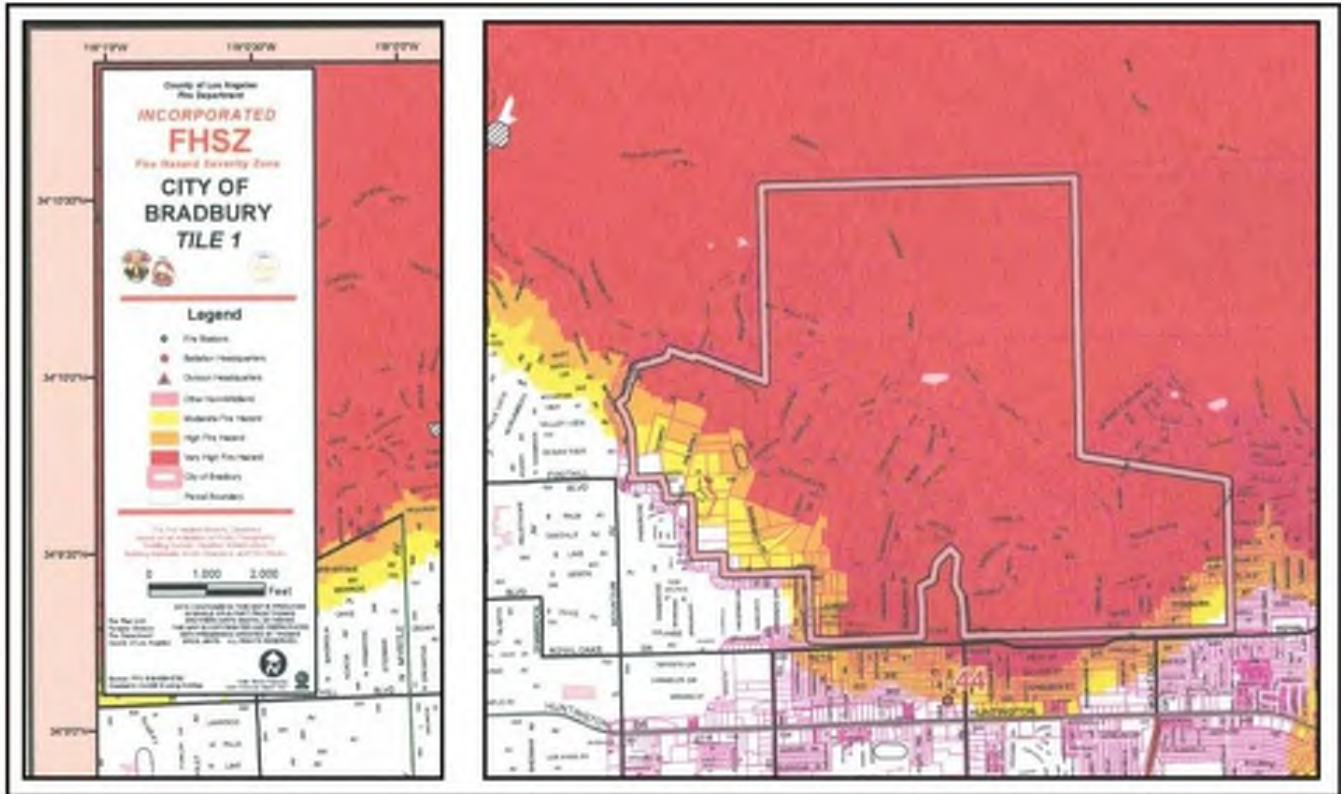
Conflicts with the emergency evacuation plan could be potentially significant. The project’s compatibility with the emergency evacuation plan will be further evaluated in an EIR.

3.8(h) *Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*  
**Determination: Potentially Significant Impact**

The majority of Bradbury, including the project site, is in a Very High Fire Hazard Severity Zone established by the Los Angeles County Fire Department and reflected on Exhibit 7, *Fire Hazard Severity Zones*. The entire city is in a Local Responsibility Area. Public Resource Code Section 4291 requires that homeowners provide fuel modification to 100 feet around their buildings to create a defensible space for firefighters and to protect their homes from wildfires. Residents must reduce dry fuel around the perimeter of any structure and comply with the adopted codes that establish standards for mitigating fire hazards.

Bradbury’s location at the base of the San Gabriel Mountains creates a wildland-urban interface that makes the City more susceptible to wildfires than cities that do not border the mountains. The project would provide fuel modification zones between residences and no-build areas. The risk related to wildland fire is potentially significant and will be further evaluated in an EIR.

Exhibit 7 Fire Hazard Severity Zones



Source: Bradbury General Plan 2014

### 3.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	(X)	( )	( )	( )
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	( )	( )	(X)	( )
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	(X)	( )	( )	( )
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	(X)	( )	( )	( )
e) 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?	(X)	( )	( )	( )
f) Otherwise substantially degrade water quality?	(X)	( )	( )	( )
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	( )	( )	( )	(X)
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	( )	( )	( )	(X)
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	(X)	( )	( )	( )
j) Inundation by seiche, tsunami, or mudflow?	(X)	( )	( )	( )

**3.9(a) Violate any water quality standards or waste discharge requirements? *Determination: Potentially Significant Impact***

As part of Section 402 of the Clean Water Act, the US Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. In the Los Angeles metropolitan area in which Bradbury is located, the SWRCB is the permitting authority, while the Los Angeles Regional Water Quality Control Board (RWQCB) provides local oversight and permit enforcement. The project applicant would also be required to adhere to applicable provisions outlined in Chapter 3 (Storm Water and Urban Runoff Pollution Prevention Measures) and Chapter 4 (Storm Water and Urban Runoff Pollution Control) in Title XV, Streets and Public Works, of the City's Municipal Code.

Hillside residential developments submitted to the City of Bradbury for approval by the Planning Department or the Building and Safety Department for new construction or redevelopment of a property in Bradbury would be required to prepare an urban stormwater management plan prior to the issuance of grading or building permit for the project.

Project development could result in soil erosion and urban pollutants entering drainages, potentially degrading downstream water quality and/or violating applicable water quality standards or waste discharge requirements. As required by the City's NPDES permit, the project would be required to implement a Water Quality Management Plan (WQMP). These plans typically contain a comprehensive list of site design/low impact development (LID), source control, treatment control, and other best management practices (BMPs) to be installed on-site to prevent downstream water quality impacts. A project-specific WQMP and hydrology study will be prepared to further determine the degree of project impacts related to water quality standards or waste discharge. This topic will be further analyzed in an EIR.

**3.9(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? *Determination: Less Than Significant Impact***

Water for the project would be provided by California American Water, Southern Division, Los Angeles District. California American Water has indicated that it will provide water to serve the project and meet on-site demands for domestic use and fire protection (California American Water 2017). Given the small size of the project—9 residences—the project water use would be relatively small, and would not be unlikely to substantially contribute to the depletion of groundwater supplies. In addition, the project will be required to be developed in a manner that would emulate pre-development conditions related to the recharge of water. Thus, the project would not interfere with groundwater recharged. Impacts would be less than significant and this topic does not require any further analysis.

**3.9(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? *Determination: Potentially Significant Impact***

The project would substantially change the topography of the project site. Project development may indirectly and directly impact drainage patterns for example, through the development of road crossings across washes, by or contributing erosion or siltation to the adjacent and downstream washes. This topic will be further evaluated in an EIR.

3.9(d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite? **Determination: Potentially Significant Impact***

The project would substantially change the topography of the project site, introducing cut and fill slopes in a steep hillside area. Development of road crossings across washes may impact stream hydrology, and development of the project site overall could change the rate or volume of run-off. This topic will be further evaluated in an EIR.

3.9(e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? **Determination: Potentially Significant Impact***

The project would introduce new cut and fill slopes that may increase the rate of volume or run-off compared to undeveloped conditions, and potentially impact downstream drainage systems. A project-specific study will be prepared to further determine the degree of impacts. This topic will be further evaluated in an EIR.

3.9(f) *Otherwise substantially degrade water quality? **Determination: Potentially Significant Impact***

Refer to Response (a), above. This topic will be further evaluated in an EIR.

3.9(g, h) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Place within a 100-year flood hazard area structures that would impede or redirect flood flows? **Determination: No Impact***

The proposed project would create building pads for and facilitate the construction of housing units. However, a flood hazard map Best Available Maps (BAM) prepared by the California Department of Water Resources and sponsored by the Federal Emergency Management Agency (FEMA) (2017) indicates that the project site is not located in a 100-year flood hazard area. Therefore, no impacts would occur and this topic does not require any further analysis.

3.9(i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? **Determination: Potentially Significant Impact***

There are no levees or dams associated with the project area. A water tank would be installed on a ridge within the site, and could create erosion or flooding downslope in the event of a failure. In addition, the project site contains steep topography. The project would substantially modify the topography, remove vegetation, introduce impervious surfaces, and create cut and fill slopes. Given these conditions, runoff from these modified areas may change the overall hydrology of the project, and the characteristics of runoff, such as the rate, volume and carrying capacity. Runoff may contribute to an increase in soil or debris to downstream areas. The downstream receiving areas may be adversely impacted and contribute to a flooding risk. Therefore, the exposure of people or structures to the risk of flooding is potentially significant. This topic will be further evaluated in an EIR.

3.9(j) *Inundation by seiche, tsunami, or mudflow? **Determination: Potentially Significant Impact***

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no dams in the general area that could create flooding impacts, and the project site is not located in an identified flood inundation area due to dam failure. The project would include the installation of a water tank on a hilltop within the project. In the event of a strong enough earthquake, the rupture of the water tank could pose a risk and a potentially significant impact could occur.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is approximately 20 miles inland from the Pacific Ocean; thus, impacts from tsunamis are considered negligible and no impact would occur.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively hilly and contain abrupt changes in elevation. As indicated in Response 3.6 (a)(iv), Geology and Soils, the site is in a mapped landslide hazard area. Additionally, there are substantial slopes on or in the immediate vicinity of the site with the potential to result in mudflow impacts.

Based on preliminary analysis, impacts are forecast to be potentially significant and require further analysis in an EIR.



### 3.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	( )	( )	(X)	( )
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	(X)	( )	( )	( )
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	( )	( )	( )	(X)

**3.10(a) Physically divide an established community? Determination: Less Than Significant Impact**

An example of a project with the potential to divide an established community is the construction of a new freeway or highway through an established neighborhood. The project site is on a hillside just north of an existing residential area in Bradbury. The project site would be adjacent to an established residential community and would feature similar sized estate residential buildings, accessory dwelling units, and accessory structures, as those near the project site. The construction of the proposed residential estates would be a compatible land use development and would not physically divide or encroach upon any established residential community. Moreover, the Oak View Estates Specific Plan would guide the development of the project and its approval would allow the nine proposed estates to be developed.

The site has a land use designation of Agriculture/Estate Residential–5 Acres (SP) and is zoned A-5, SP (Agriculture Residential Estate, Specific Plan Overlay). Project implementation would not change existing land uses or require a change of the existing land use designations. The Oak View Estates Specific Plan proposes to develop nine residential estates on the 197.7-acre site. Additionally, the Specific Plan establishes site-specific development standards to achieve and implement goals in the City’s General Plan. The nine lots proposed are substantially fewer than the theoretical 39 lots allowed for the site under the City’s General Plan. As a result, densities proposed by the Specific Plan are more restrictive than the A-5, SP zoning. The project site is steep and not easily accessible by current neighbors. Thus, the community would not be physically divided by the proposed project. Impacts would be less than significant impact and this topic does not require any further analysis.

3.10(b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **Determination: Potentially Significant Impact***

The General Plan and zoning require a Specific Plan for the development of the project area in order to address the unique characteristics of the project site, such as the hillside topography, sensitive environment, and a desire for conservation of lands within the plan area. The Specific Plan is still in development, but would provide specific planning guidance for the development of the plan area. The Specific Plan is intended to complement the provisions of the General Plan. In addition, the Specific Plan is intended to supplement guidance in the Zoning Ordinance, by providing more specific guidance relative to the unique setting. The project's consistency with the City's General Plan, and other applicable municipal requirements, will be further evaluated in an EIR.

3.10(c) *Conflict with any applicable habitat conservation plan or natural community conservation plan? **Determination: No Impact***

Refer to Response (f), in subsection 3.4, Biological Resources. The project site is not within an adopted habitat conservation plan area, or within a natural community conservation plan area. No impact would occur and this topic does not require any further analysis.

### 3.11 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MINERAL RESOURCES.</b> 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?	( )	( )	( )	(X)
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?	( )	( )	( )	(X)

3.11(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?* **Determination: No Impact**

The Surface Mining and Reclamation Act of 1975 (SMARA) provides for the regulation of surface mining operations, to minimize adverse environmental impacts, and reclaim mined lands to a usable condition. SMARA also encourages the production, conservation, and protection of the state’s mineral resources. The act also mandates the classification of land (mineral resources zones [MRZ]) with valuable mineral resources so that land use decisions that may affect mineral-bearing lands will be made with the knowledge of these resources.

There are no MRZs in the city (Bradbury General Plan 2014). Additionally, no lands in Bradbury are designated by the State Mining and Geology Board as being of regional or statewide significance (DOC 2017). The project would not cause a loss of availability of mineral resources of value to the region and residents of the state. No impact would occur and this topic does not require any further analysis.

3.11(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?* **Determination: No Impact**

The project site is not designated as a mining site (Bradbury General Plan 2014) and the project would not cause a loss of availability of a designated mining site. No impact would occur and this topic does not require any further analysis.

### 3.12 NOISE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	(X)	( )	( )	( )
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	(X)	( )	( )	( )
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	(X)	( )	( )	( )
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	(X)	( )	( )	( )
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?	( )	( )	( )	(X)
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	( )	( )	( )	(X)

3.12(a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Determination: Potentially Significant Impact**

The project would create a temporary increase in noise during development activities including:

- Use of equipment during site clearing (trees, vegetation, debris).
- Use of earthmoving equipment during grading and site preparation.
- Use of construction and paving equipment during building construction and installation of paved and landscape areas.
- Construction-related traffic including employee trips, truck trips associated with equipment and materials delivery, and removal of demolition debris from trees, rocks, etc.

The project would also result in long-term changes in ambient noise associated with typical residential activities and passenger vehicle traffic. The project would be required to comply with established City standards for noise. Project impacts would be considered significant if projected noise would exceed City standards. A project-specific noise analysis will be conducted, and impacts will be further evaluated in an EIR.

*3.12(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Determination: Potentially Significant Impact**

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The heavier pieces of equipment that are likely to be used during construction activities would have the potential to create groundborne noise or vibration. Construction equipment would include dozers, graders, cranes, loaded trucks, water trucks, and pavers. Continuous vibrations with a peak particle velocity of approximately 0.10 inches per second are considered to cause annoyance. The project has the potential to create significant vibration levels generated during construction activities to adjacent residences. This topic will be further evaluated in an EIR.

*3.12(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Determination: Potentially Significant Impact***

As discussed in Response (a), above, the project would result in long-term changes in ambient noise associated with typical residential activities and passenger vehicle traffic. Project impacts would be considered significant if projected noise would exceed City standards. A project-specific noise analysis will be conducted, and impacts will be further evaluated in an EIR.

*3.12(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Determination: Potentially Significant Impact***

As discussed in Response (a), above, the construction associated with the project would produce temporary increases in ambient noise levels in the vicinity. A potentially significant impact could result if the increase in ambient noise is substantial. The resulting increase in noise levels will be further evaluated in an EIR.

*3.12(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels? **Determination: No Impact***

Refer to Response (e) in subsection 3.8, Hazards and Hazardous Materials. The project site is not located within 2 miles of a public airport. Therefore, the project would not expose people to aviation-related noise. No impact would occur and this topic does not require any further analysis.

*3.12(f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels? **Determination: No Impact***

Refer to Response (f), in Subsection 3.8, Hazards and Hazardous Materials. The project site is not located in the vicinity of a private airstrip. Therefore, the project would not expose people to aviation-related noise. No impact would occur and this topic does not require any further analysis.

### 3.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial 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)?	( )	( )	(X)	( )
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(X)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(X)

*3.13(a) Induce substantial 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)?*  
**Determination: Less Than Significant Impact**

The City’s population increased by 268 persons between the year 2000 and 2016 to 1,123. During the 16-year period, the City’s population growth rate of 31.3 percent was higher than the Los Angeles County rate of 7.6 percent. Moreover, between 2000 and 2016, the total number of households increased by 87 units, or 30.6 percent, which is higher than the County’s growth rate of 5.6 percent. Moreover, in 2016, the City’s average household size was 3.0, the same as the County average of 3.0 (SCAG 2017). According to the data, population and household growth in Bradbury has been consistently on the rise over the past decade. This consistent population and household growth has also brought new development and investment opportunities to the area.

The proposed project would introduce nine residential estates on the 197.7-acre site, which would include an estate home and an accessory dwelling unit, for a total of 18 household units. Based on the City’s average household size of 3.0 people per dwelling unit, the project would potentially generate 54 new residents. Custom homes would be developed on a per-home demand basis after establishment of the project infrastructure and building pads. Thus, population growth is anticipated to occur incrementally.

The City’s Housing Element indicates that the approximately 302 acres of undeveloped land in the City would result in 8 dwelling units and 8 accessory dwelling units, for a total of 16 units. The project site represents nearly two-thirds of this acreage. The applicable A-5 zoning district would theoretically allow the development of up to 39 lots. However, the site has physical constraints including access limitations, hillside topography, and washes which limit the realistic density that can be developed on the project site. In addition, the City’s General Plan anticipates that areas adjacent to the U.S. Forest Service would be suitable for preservation/ conservation.

The City’s General Plan assumed that four (4) residential estate lots, with accessory dwelling units would be developed at the project site, for a total of eight (8) dwelling units. However, the project would generate 9 estate lots, for a total of 18 residential units, including the accessory dwelling units, thus exceeding the projections in the Housing Element by 10 residential units. Therefore, the project would similarly generate approximately 30 more residences than anticipated.

The total proposed units of 9 residential estates (18 residential units) is very small. In and of itself, the project would not substantially induce population growth. The project would extend infrastructure further into the San Gabriel Mountain foothills. However, the project site ends at the City /U.S. Forest Service boundary, substantially precluding additional residential development to the north. The area east of the project site is within the City and similarly zoned to the proposed project. The project's extension of infrastructure may benefit development of this adjacent site. However, so long as adjacent development is implemented consistent with City density requirements, the proposed project would not contribute to substantial population growth in the area. Impacts would be less than significant.

*3.13(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **Determination: No Impact***

The project site consists of a vacant hillside setting. No housing or any other type of development exists on the site. Therefore, the project will not displace any existing housing, nor will it require the construction of additional housing. No impacts would occur and this topic does not require any further analysis.

*3.13(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **Determination: No Impact***

Refer to Response (b), above. No impact would occur and this topic does not require any further analysis.

### 3.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>PUBLIC SERVICES.</b> 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:				
a) Fire protection?	( )	( )	(X)	( )
b) Police protection?	( )	( )	(X)	( )
c) Schools?	( )	( )	(X)	( )
d) Parks?	( )	( )	(X)	( )
e) Other public facilities?	( )	( )	( )	(X)

3.14 *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:*

a) *Fire protection? **Determination: Potentially Significant Impact***

The City of Bradbury contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The City is served by Fire Station #44 and shares services with the City of Duarte. The fire station is located at 1105 Highland Avenue in Duarte, about 1.0 mile south of the project site.

The project would create residential housing pads for custom-home development and include new infrastructure, but it is not anticipated that a substantial increase in population or services in area boundaries would increase; refer to Response (a) in subsection 3.13, *Population and Housing*. Development of the project site could result in a slight increase in calls for fire protection and emergency medical services. However, considering the existing firefighting resources available in and near Bradbury, and the LACFD would be expected to continue to provide service to the project area. LACFD will be further consulted to confirm its ability to serve the project, and whether it would need to build new or expanded stations, or obtain additional staff or equipment. The Specific Plan area is considered prone to fire hazards. Development of residential lots would include the establishment of fuel modification zones surrounding the residential structures. However, the project would also introduce people and equipment into a fire prone area. For additional information on fire hazards, refer to Response (h) in subsection 3.8, *Hazards and Hazardous Materials*.

The City involves the LACFD in the plan review process to confirm fire prevention and emergency response features are incorporated into development projects. Therefore, all site improvements proposed under the project would be subject to review and approval by the LACFD prior to the issuance of a building permit and certificate of occupancy. Furthermore, the City of Bradbury imposes standard conditions of approval during the plan review process. As a standard condition of approval, the following condition would be imposed on the project: “The applicant will construct adequate fire protection facilities to the satisfaction of LACFD.”



Additionally, project development would increase property tax revenues to provide a source of funding that is likely to be sufficient to offset any increase in anticipated demand for fire protection services generated by the project.

Impacts on fire protection services will be further evaluated in an EIR.

*b) Police protection? **Determination: Less Than Significant Impact***

The City of Bradbury contracts with the Los Angeles County Sheriff's Department (LACSD) for law enforcement and crime prevention services. The City is served by the Temple Station, located at 8838 Las Tunas Drive in Temple City, approximately 7.0 miles southwest of the project site. This station is responsible for providing police services to the following cities and areas: Chantry Flats, Monrovia, Arcadia, Duarte, Bradbury, Rosemead, South El Monte, Temple City, North San Gabriel/East Pasadena, and South San Gabriel (LACSD 2017). In addition, the Bradbury Estates is a gated community with a staffed security gate and on-site security presence.

According to LACSD, the average response time to calls is less than 5 minutes to any of the cities they serve, including the City of Bradbury. The LACSD indicated that they rarely receive calls from the Estates, and that the project would have a negligible impact on response time, or the need for additional officers or facilities.<sup>1</sup>

Development of the proposed project could result in a slight increase in calls for police protection service. However, development of the project is not expected to cause a need for new or expanded police facilities or additional officers. The LACSD would be expected to provide adequate service to the project area. Additionally, project development would increase property tax revenues to provide a source of funding that is sufficient to offset any increase in anticipated demand for police protection services generated by the project. Therefore, impacts related to police protection would be less than significant and this topic does not require any further analysis.

*c) Schools? **Determination: Less Than Significant Impact***

The project site is in the Duarte Unified School District (DUSD). Demand for public services such as schools is generally based on population. The project involves residential development and has the potential for population growth. At this point, it is unknown whether any children will be added to the DUSD due to project implementation. However, the potential number of children coming into the DUSD is low based on the number of residential units proposed (nine).

Additionally, Assembly Bill 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill (SB) 50 and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility cap for legislative actions. According to Government Code Section 65996, the payment of development fees authorized by SB 50 is deemed to be full and complete school facilities mitigation. The project would be required to pay mandated residential development fees. Impacts would be less than significant and this topic does not require any further analysis.

*d) Parks or other public facilities? **Determination: Less than Significant Impact***

Due to the nature of the project, new residents would be generated and would likely have the need for local parks and/or other public facilities. The project would provide on-site scenic vistas accessible to Estates residents to contribute to recreation amenities in the City. The City also has a community trail and parks to meet residential needs. In addition, lots are of sufficient size that residents may develop on-site recreational facilities for their own

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<sup>1</sup> LACSD 2018. Telephone conference with Captain Secretary, Tram Dam, Temple Sheriff's Station on February 13, 2018.

use. Given the small number of units associated with the project, it would not result in the need for additional facilities. Impacts would be less than significant and this topic does not require any further analysis.

### 3.15 RECREATION

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>RECREATION.</b>				
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?	( )	( )	(X)	( )
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?	( )	( )	(X)	( )

3.15(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?*

**Determination: Less Than Significant Impact**

The demand for parks is determined by changes in housing and population. The proposed project would involve the development of housing and would result in a small increase in population with the city. The project would provide on-site scenic vistas accessible to Estates residents to contribute to recreation amenities in the City. The City also has a community trail and parks to meet residential needs. In addition, lots are of sufficient size that residents may develop on-site recreational facilities for their own use. Given the small number of units associated with the project, it would not result in the need for additional facilities. Impacts would be less than significant and this topic does not require any further analysis.

3.15(b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?*

**Determination: Less Than Significant Impact**

A scenic vista would be developed in conjunction with the water tank installation and access. Impacts associated with the scenic vista would be negligible in contrast to road and water tank development, and are evaluated as part of the overall project. Impacts related to the scenic vista would be less than significant and this topic does not require any further analysis.

### 3.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	(X)	( )	( )	( )
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	( )	( )	(X)	( )
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	( )	( )	( )	(X)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	(X)	( )	( )	( )
e) Result in inadequate emergency access?	(X)	( )	( )	( )
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	( )	( )	(X)	( )

3.16(a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

**Determination: Potentially Significant Impact**

#### Construction Phase

Implementation of the project would require site preparation, building construction, and paving/landscaping of the completed site. The trips associated with project construction include the delivery of equipment and materials, arrival/departure of construction workers, and the export of excess fill. The project would involve substantial grading, including approximately 1,131,100 cubic yards (CY) of total cut and the placement of 1,127,200 CY of fill.

Approximately 3,900 CY (less than 1%) of material would be removed from the project site. The impacts associated with construction traffic may be potentially significant and this topic will be analyzed in an EIR.

### **Operational Phase**

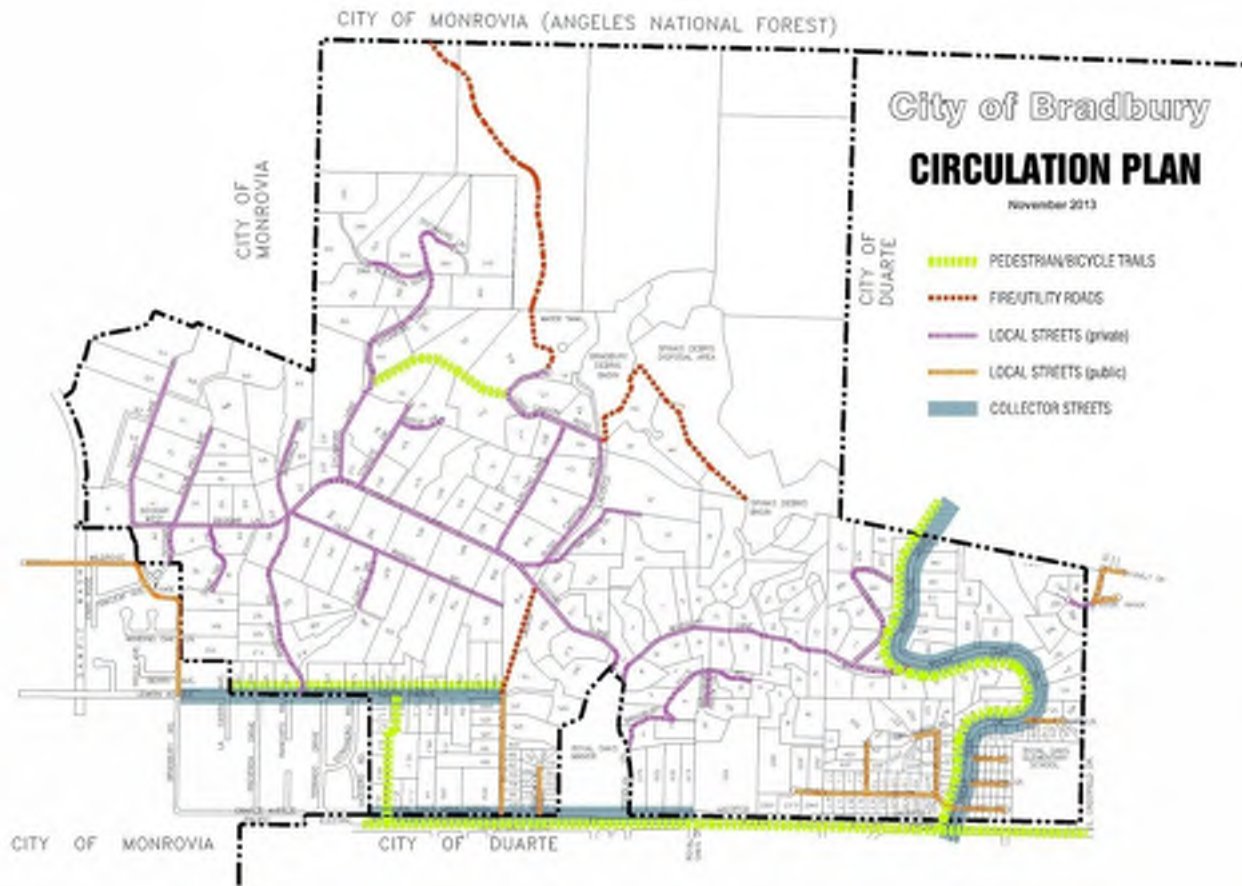
The project would generate new trips associated with 9 new residences within the Estates area of the City of Bradbury. The related trip generation would be very small, and well within anticipated traffic projections associated with buildout of the City of Bradbury General Plan.

There are no signalized intersections or any arterial highways in Bradbury. All the public and private streets are designated as local or local-collector streets; refer to Exhibit 8, *Circulation Plan*. Lemon Avenue, Royal Oaks Drive North, and Mount Olive Drive collect all the local traffic and direct it to the arterial highways in adjacent cities. Bradbury is nearly built out; therefore, a substantial increase in traffic generated within the community is not expected. The City's traffic-generating capacity is easily and adequately handled by the local public and private streets (Bradbury General Plan 2014). Thus, an operational traffic impact analysis was not necessary for this project.

The impact created by traffic to and from Bradbury to the surrounding arterial highway system is negligible. However, during the morning and evening peak traffic hours, the signalized intersections along Huntington Drive currently operate at inadequate service levels. Traffic accidents on I-210 often result in the diversion of traffic to Huntington Drive, which further impacts the smooth flow of traffic along this and other major highways (Bradbury General Plan 2014). This is an ongoing traffic condition, and the little traffic contributed by the project would be insufficient to have a noticeable affect on this corridor.

The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Operational impacts to the circulation system would be less than significant.

## Exhibit 8 Circulation Plan



Source: Bradbury General Plan 2014

### Nonmotorized Transportation and Transit

The project may generate nonmotorized travel because the proposed residential units may result in additional pedestrians and cyclists in the project area. However, a vast amount of nonmotorized transportation options are available within the City for walking and biking purposes. Foothill Transit does not operate any transit line in the City of Bradbury, but does operate the following lines through the neighboring City of Duarte:

- Route No. 187 is a local bus route operating seven days a week. The schedule changes on the weekend. This route runs west to Pasadena and east to the Montclair Transportation Center. The frequency of scheduled times during peak times is at intervals of 15 minutes.
- Route No. 264 is a local route traveling west to Altadena via Santa Anita Fashion Park and the Sierra Madre Gold Line station. This route operates seven days a week. The schedule changes on weekends.
- Route No. 272 is a local bus route operating seven days a week. The schedule changes on the weekends. This route originates in Duarte and travels southeast to The Plaza at West Covina via the Baldwin Park Metrolink.
- Route No. 494 is a commuter route, traveling west to the El Monte Station where passengers transfer to an express bus serving downtown Los Angeles via Interstate 10. To the east, the route terminates at the San Dimas Park and Ride. This route operates on weekdays only.

### **Paratransit: Monrovia Transit (Dial-a-Ride)**

The City contracts with the City of Monrovia to provide a full, demand-responsive transportation service. Dial-a-Ride provides curb-to-curb transit service to the public within the service area. The service area includes Monrovia, Bradbury, Los Angeles County unincorporated areas located south of Monrovia, Target (transfer point to Duarte Transit) and Walmart in Duarte, medical locations within a 3-mile radius of Monrovia's city limits, Methodist Hospital in Arcadia, medical offices on Duarte Road in Arcadia, medical offices located in Duarte, and the City of Hope in Duarte.

### **Railroad Transportation Systems**

Several railroad lines operate in the San Gabriel Valley, ranging from light rail to freight rail.

- The Metrolink commuter rail system is jointly operated by several regional transit agencies across four counties and services both the northern and southern valley regions through two lines that connect in downtown Los Angeles to the west and the Inland Empire to the east. Amtrak operates interregional trains throughout Southern California, with a single station in the southern valley in Pomona. For Bradbury, the connecting link to this system is the Metro Gold Line.
- Metro Gold Line: The Los Angeles Metropolitan Transit Authority (Metro) operates the Gold Line light rail train connecting the northwestern San Gabriel Valley to downtown Los Angeles. Near Bradbury, the track runs in the median of I-210. The eastern terminus of the line is in Pasadena at Madre Street and I-210. That location has a large parking structure for commuters from the foothill communities, like Bradbury, to use to ride the train into downtown Los Angeles. The nearest station is currently the Sierra Madre Villa Station in Pasadena, but Metro is currently constructing an extension to the line into Azusa, with the goal of extending it even farther to the eastern edge of the San Gabriel Valley. The light rail is a vital transit link to the region and for the residents of Bradbury, providing access to downtown Los Angeles and to other forms of transportation.

Any roadway infrastructure development would comply with established City goals and policies found in the General Plan Circulation-Transportation Element.

The General Plan analysis was based on four (4) residential estates with four (4) accessory dwelling units on the project site for a total of eight (8) units. The project would facilitate the development of a of nine (9) residential estates with nine (9) accessory dwelling units, for a total of 18 dwelling units. Nonetheless, once operational, the project would result in a minimal increase in traffic volumes near the project site. Additionally, the City forecasts that new developments would not add substantial traffic to the area and that the capacity of the existing roadway infrastructure can easily and adequately handle any traffic generated from any forecast potential project in the City (Bradbury General Plan 2014). The project site is not near any existing bike lanes/routes, transit stops, or sidewalks that would be affected by any potential construction-related work in and outside of the project site. Moreover, transportation options near the city would not be affected by the implementation of the project.

Impacts associated with project operation would be less than significant and this topic does not require any further analysis. Traffic impacts associated with project construction would be potentially significant and will be further evaluated in an EIR.

*3.16(b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **Determination: Less Than Significant Impact***

The Los Angeles County Congestion Management Program (CMP) was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis.

According to the CMP transportation impact analysis guidelines, a significant impact may result and a traffic impact analysis is required under the following conditions.

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP mainline freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is Interstate 210 approximately 2 miles to the south. The nearest CMP facilities near Bradbury are I-210 and I-605, but no arterial roads or local roads are classified as CMP facilities in Bradbury. Additionally, no CMP facilities exist in the neighboring cities of Monrovia and Duarte.

Bradbury is nearly built out; therefore, a substantial increase in traffic generated in the community is not expected. The City's traffic-generating capacity is easily and adequately handled by the local public and private streets (Bradbury General Plan 2014). Project implementation would not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures. No CMP analysis is necessary. Impacts would be less than significant and this topic does not require any further analysis.

*3.16(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **Determination: Less Than Significant Impact***

Refer to Responses (e) and (f) in subsection 3.8, Hazards and Hazardous Materials. No impact would occur and these topics do not require any further analysis.

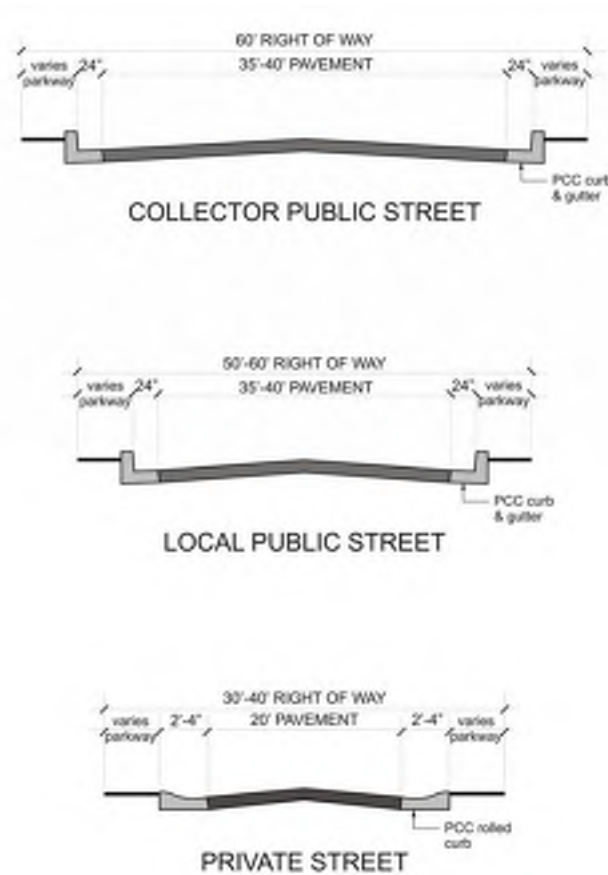
*3.16(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Determination: Potentially Significant Impact***

The CSD is responsible for the design, approval, and maintenance of the private streets located within its jurisdictional boundary. The City may provide review and suggestions regarding the construction of new private streets within the Estates (Bradbury General Plan 2014). Exhibit 9, *Roadway Concept Plans*, is a depiction of City's roadway standards by roadway type.

As shown on Exhibit 4, *Proposed Site Plan*, the residences would be accessible via Bliss Canyon Road, which would wrap around the community and provide ingress and egress. The project road would provide a loop that would connect to Long Canyon Road for fire access purposes. The main private road, Bliss Canyon Road, would measure approximately 50 feet in width, except for a segment atop the western ridge which would be 16 feet-wide. The project access road and driveways would be potentially steep in grade, have curves, limited site distance, and steep drop off in places. These are considered potentially hazardous design features and may represent potentially significant impacts. Additionally, roadway improvements would occur just outside the project site at Bliss Canyon Road and Long Canyon Road.



**Exhibit 9 Roadway Concept Plans**



Source: Bradbury General Plan 2014

Impacts would be potentially significant. The proposed road and driveway design will be further evaluated in an EIR.

**3.16(e) Result in inadequate emergency access? Determination: Potentially Significant Impact**

The project is located in a wildland fire area at the base of the San Gabriel Mountains and adjacent to U.S. Forest. In accordance with the Disaster Mitigation Act of 2002, each city is required to prepare a natural disaster plan. The City of Bradbury adopted a Natural Hazard Mitigation Plan on October 19, 2004. The plan addresses such hazards as earthquakes, earth movement, flooding, wildfires, windstorms, and multi-hazards (a combination of more than one hazard occurring at the same time). The plan is evaluated annually to determine the effectiveness of its programs and to reflect changes in land development or programs.

An essential element of the Hazard Mitigation Plan is the Evacuation Plan. In the event of a catastrophic event, it is extremely important to evacuate residents, their belongings, and their animals. Equally important is providing access to the hillside neighbors for emergency first responders. Police, fire, and medical personnel and their equipment must have access to minimally accessible hillside areas of the community (Bradbury General Plan 2014). The project's compatibility with the Evacuation Plan will be further evaluated in an EIR.

Emergency vehicles would enter the project site using the entrance at Bliss Canyon Road/Long Canyon Road, which measures 50 feet in width. A 16-foot-wide fire access/water tank road is accessible via Long Canyon Road.

All emergency access features are subject to and must satisfy City of Bradbury design requirements and be approved by the LACFD.

Emergency access associated with the proposed project will be further evaluated in an EIR.

*3.16(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? **Determination: Less Than Significant Impact***

There are no existing transit, bicycle, or pedestrian facilities associated with the project site or the immediate vicinity. However, the project will improve adjacent segments of Long Canyon Road, including the provision of shoulders, curbs, and sidewalks, thereby improving bicycle and pedestrian facilities. The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant and this topic does not require any further analysis.

### 3.17 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRIBAL CULTURAL RESOURCES.</b> Would the project:				
<p>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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> <li>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</li> <li>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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</li> </ul>	(X)	( )	( )	( )

3.17(a) *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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- 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*
- 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **Determination: Potentially Significant Impact***

Public Resources Code Section 21074 defines tribal cultural resources as resources listed or determined to be eligible if it meets one of the following criteria:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
  - A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
  - A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Consistent with Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City of Bradbury will consult with applicable tribes to determine whether the project has the potential to affect tribal cultural resources. The results of consultation will be summarized and further evaluated in an EIR.

### 3.18 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	(X)	( )	( )	( )
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	(X)	( )	( )	( )
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	(X)	( )	( )	( )
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	( )	( )	(X)	( )
e) 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?	(X)	( )	( )	( )
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	( )	( )	(X)	( )
g) Comply with federal, state, and local statutes and regulations related to solid waste?	( )	( )	(X)	( )

**3.18(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**  
**Determination: Potentially Significant Impact**

Similar to other nearby residences in the City, the proposed residences would use septic systems to manage wastewater discharge. The on-site septic system will be designed, constructed, and maintained consistent with County and Regional Water Quality Control Board (RWQCB) standards and requirements. With compliance with County and RWQCB requirements, impacts related to septic systems would be less than significant.

The potential for a sewer connection may also be studied. Currently there is no sewer service in the project vicinity. However, if there is downstream capacity a sewer study may be appropriate. If found to be appropriate, sewer improvements would likely be implemented as part of a larger, separate project. The proposed project

would build the on-site project infrastructure needed to facilitate sewer connections in the future. This topic will be further analyzed in an EIR.

*3.18(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Potentially Significant Impact***

Because the site is currently undeveloped, the project would increase the amount of water use compared to existing conditions. Water for the project would be provided by California American Water, which has indicated it has ample potable water available to serve the project. Water service facilities would need to be installed to serve the project and would include an expansion of water delivery lines, a large hilltop water tank, and a pump to deliver water to the tank. In addition, off-site improvements may be needed to serve the project. This topic will be further analyzed in an EIR.

*3.18(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Potentially Significant Impact***

The project will require the implementation of on-site stormwater facilities to manage on-site and through flow of stormwater. The project would substantially change the topography of the project site, and may impact on-site and off-site hydrologic features or downstream stormwater facilities (e.g. Bradbury Debris Basin). This topic will be further analyzed in an EIR.

*3.18(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Determination: Less Than Significant Impact***

Water for the project would be provided by California American Water, Southern Division, Los Angeles District. California American Water has indicated that it will provide water to serve the project, and meet on-site demands for domestic use and fire protection (California American Water 2017). Given the small size of the project—9 residences—the project water use would be relatively small. New or expanded entitlements would not be needed. Impacts would be less than significant and this topic does not require any further analysis.

*3.18(e) 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? **Determination: Potentially Significant Impact***

Refer to Response (a), above. This topic will be further analyzed in an EIR.

*3.18(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Determination: Less Than Significant Impact***

The project would generate construction waste during project development. Project operation would result in residential waste associated with large-lot residential uses. Given the small size of the project—9 estate residences—the project would not generate a substantial amount. The project is estimated to have an annual waste volume of 80,350 pounds per year.<sup>2</sup>

Solid waste service in Bradbury is provided by Burrtec, which uses the Salton City Landfill for refuse disposal. As of November 14, 2013 (the most up-to-date information), the landfill has an estimated closure date of 2038. The facility has a daily maximum capacity of 6,000 tons per day and a design maximum capacity of 65,100,000 cubic

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<sup>2</sup> Based on 18 residences (9 estate homes and 9 guest homes) at 12.23 pounds/household/day.

yards (Cal Recycle 2013). Sufficient capacity remains to serve the project. Therefore, impacts would be less than significant and this topic does not require any further analysis.

*3.18(g) Comply with federal, state, and local statutes and regulations related to solid waste? **Determination: Less Than Significant Impact***

The US Environmental Protection Agency (EPA) administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In California, AB 939—the Integrated Solid Waste Management Act of 1989, Public Resources Code 40050 et seq.—required every California city and county to divert at least 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting (CalRecycle 2017). Developers are also required to divert construction waste for recycling or reuse; the current rate of diversion is 65 percent. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions within the county or to provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. Effective December 9, 2010, the Los Angeles Area Integrated Waste Management Authority amended its Joint Powers Agreement (JPA) to include the City of Bradbury as a member of the JPA. This agreement shows the City’s commitment to achieving AB 939 waste diversion requirements. Impacts would be less than significant and this topic does not require any further analysis.

### 3.19 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to 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, 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?	(X)	( )	( )	( )
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.)	(X)	( )	( )	( )
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	(X)	( )	( )	( )

3.19(a) Does the project have the potential to 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, 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? **Determination: Potentially Significant Impact**

Impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources, have been preliminarily evaluated as part of this Initial Study. Impacts to biological resources are anticipated to be potentially significant. The projects would have no impact to historical resources, and would mitigate impacts to pre-historical resources. The impacts to biological resources will be further evaluated in an EIR.

3.19(b) Does the project have impacts that are individually limited, but cumulatively considerable? **Determination: Potentially Significant Impact**

The project is anticipated to result in several potentially significant project-level impacts in the following areas: aesthetics, air quality, biological resources, cultural resources (paleontology), geology and soils, greenhouse gas emissions, hazards and hazardous materials (emergency evacuation plan), hydrology and water quality, land use and planning, noise, transportation and traffic, tribal cultural resources, and utilities and service systems.



These subjects will be further evaluated in an EIR, along with the cumulative impacts. With respect to these topics, air quality, greenhouse gas emissions, and noise have the potential to result in significant impacts that would have the potential to substantially combine with the impacts of other current or probable future impacts. All other impacts of the project were determined either to have no impact or to be less than significant.

*3.19(c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? **Determination: Potentially Significant Impact***

Environmental effects that have a potential to cause, directly and or indirectly, adverse effects on human beings could be associated with mudslides, hazards, air quality, water quality and noise. Therefore, these potentially significant impacts will be further evaluated in an EIR.

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